PARKING

1. General

   A. A minimum physical clearance of 15 feet should be maintained between airplanes to give adequate turning clearances and protection from jet velocities and temperatures at taxi thrust and idle power.

   B. Based on the JT3C-4 installation for standard day condition, with 15 foot clearance between airplanes and at idle thrust, velocity at adjacent airplane would be approximately 18 to 20 mph and temperature would range between 75 to 85 degrees Fahrenheit.

2. Park Airplane

   A. Taxi or tow airplane into position designated for parking.

   B. Set parking brake by applying toe pressure on rudder pedals and then pull up on parking brake handle, located on throttle control stand.

   C. Place wheel chocks on forward and aft side of main gear wheels (two chocks per main gear).

   D. Disconnect and remove tow bar and tractor.

   E. Engage nose gear and both main gear ground down locks to prevent gear retraction.

      NOTE: If airplane is towed to parking area, landing gear ground down locks shall be installed as soon as flight crew leaves airplane or before tow truck is attached. Because of high gross weight of airplane, mooring provisions are not provided and should unusual conditions warrant mooring, see 7-1-1, figure 202, for procedure.

281 T

MODEL 707		6-24-57 DWG. REC. CLK	**BOEING AIRPLANE COMPANY**	B ISSUE NO.	CLIP-SUPPORT, WATER SEPARATOR, FWD END DWG. TITLE
DRAFTED RUTH WEAVER	6-12-57	6-25-57 RELEASE	**ADVANCE DRAWING CHANGE NOTICE** (ADCN)	PRR 95007 CHG. NO.	
CHECKED R. Blunt	6-14-57	6-26-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 54	
STRESS		REQUESTED	☐ DEVIATION ☒ VARIATION	1-99	
APPROVED		P PROD. INFO.	REASON: PART IS IN SKYDROL AREA	201-1999 CHG. EFF.	
APPROVED Bailly 6-15-57					

ADCN	DRAWING NO.	SHT.
1	60-3245	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		—	60-3245-2000	CLIP-SUPPORT, WATER SEPARATOR, FWD END, RIGHT		.081 x 1.8 x 4.2	CLAD 2024-0 SH QQ-A-362 0 TEMPER	T4	SRF 2.11	R
		—	-2001	CLIP-SUPPORT, WATER SEPARATOR, FWD END, LEFT		.081 x 1.8 x 3.2	CLAD 2024-0 SH QQ-A-362 0 TEMPER	T-4	SRF 2.11	R

ADD TO PIL AS SHOWN ABOVE

P APL 001 & ON MUST COMPLY

DETAIL PLNG AFF.
CHG TAB BLOCK AS SHOWN BELOW

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
54	1	5-84099	707	1 THRU 99, 201 THRU 1999	60-3245-2001 ~~60-3245-1~~		
54	1	5-84099	707	1 THRU 99, 201 THRU 1999	60-3245-2000 ~~60-3245~~		

BAC 924 C-R5

FUEL SYSTEM

ADCN

MODEL	707	JC 7-1-57 DWG. REC. CLK	
DRAFTED	SCHNELLE 6/20/7	JC 7-1-57 RELEASE	
CHECKED	L Nelson 6/20/57	7-1-57 JCB B/P GROUP	
STRESS		R REQUESTED	
APPROVED	[signature] 6/21/7	P	
APPROVED	Bailly 6-21-57	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: PROVIDE FILLET RADII FOR SLOT IN PLUG -2

ISSUE NO. PRR 95000

CHG. NO. 95000

SEC. NO. 41

SAME AS DWG

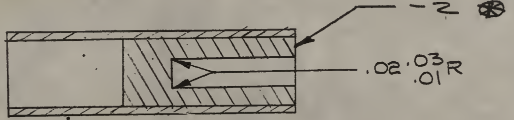
CHG. EFF.

DWG. TITLE: ADAPTER WATER VALVE, ASSY OF

ADCN	DRAWING NO.	SHT.
1	66-4352	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN VIEW AS SHOWN ADD RADIUS.



A-A⊛

R ELR # 164826, HUNGATE, 6-4510 (6-11-7)

P NO PARTS MADE
PLANNING AFFECTED

⊛ ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-R8

LJ 6-4510 6-21-7

JP 6-24-7

2-7000

1-100 1T

MODEL 707		7-1-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	B ISSUE NO.	SUPPORT ASSY WATER PUMP DWG. TITLE
DRAFTED RUTH WEAVER	6-21-7	7-1-57 RELEASE			ADCN: 9 / DRAWING NO.: 5-95622 / SHT.: 1
CHECKED R Shalt	6-21-7	7-1-57 MB B/P GROUP	☐ DEVIATION ☒ VARIATION	PRR 95000 CHG. NO.	
STRESS		6-7000 REQUESTED	REASON: TO CORRECT IMPROPER FINISH CALLOUT	SEC. NO. 43	
APPROVED					
APPROVED Baily 6-22-57		P PROD. INFO.		1-1999 CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			1191-4C × 1/2	SLEEVE, STL WIRE (HELI-COIL INSERT) (BAC-S13P-4C-4)					F-12.40	

IN P/L ADD FINISH CALLOUT TO SLEEVE AS SHOWN

P APL 001 & ON MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 :-R5 — 6-24-7 — 2-7000

POWER PLANT

5-70

ELR NO. 2400 | **MODEL No.** 707 | **DWG. REC. CLK** 6-27/57 | **RELEASE** 6-27 57 | **B/P GROUP** | ~~NO CHANGE~~ SEE BELOW

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION

REASON: LOCK-WIRING NOT REQUIRED ON 707 AIRP.

NEW — ISSUE NO. ITEM 95000 — ~~CHG.~~ NO. — SEC. NO. 22 — 1-199 & 301-1999 — CHG. EFF.

DWG. TITLE: PLUMBING INSTL - WATER INJECTION SYSTEM - SEC 22

ADCN	DRAWING NO.	SHT.
1	5-89570	1A

BOB D. WILLIAMS 6-18-7 — DRAFTED

CHECKED: B. Lyting 6-18-57

STRESS

APPROVED: Lackey 6-18-7

ORIGINATOR

REQ. B. WHITING — PHONE 3087

APP. W. A. Klink

DEPT. 6-3060 — BOX NO. 81-15

ENGINEERING LIAISON REQUEST

PLANNING — PHONE — BOX NO.

PARTS LIST ZONE	REPLACES	-3002	-3001	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
25	~~—~~	~~✓~~	~~✓~~	~~1~~	~~AN995NC32~~	~~LOCK WIRE 7~~	~~D7~~					

REMOVE FROM PARTS LIST AS SHOWN ABOVE

~~7 LOCKWIRE OPTIONS AN995 C-32 & AN995 N-32 INSTALL PER BAC 5018~~

IN GENERAL NOTES DELETE 7 AS SHOWN ABOVE

IN TUBE P/L CHANGE "NAS593-24H" (4 PLACES) TO "NAS593-24" PER BELOW

	-3002	-3001	WORK PRESS PSI		TUBE ASSY NUMBER	REQD	END FITTINGS PER TUBE ASSY NUT	SLEEVE	REQD	ZONE CODE ZONE	SHT	TUBE O.D.	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT.	TYPE ENDS	MIN STOCK LENGTH
	✓	✓	230		-3011	1	NAS593-24 ~~NAS593-24H~~	—	2	C3	2	1.50	.035	5052-0 WW-T-787	—	F-2.741	-		22.4
	✓		230		-3006	1	NAS593-24 ~~NAS593-24H~~	—	1	C3	2	1.75	.042	5052-0 WW-T-787	—	F-2.741	BAC-T11W -W1	VII S	65.0
		✓	230		-3005	1	NAS593-24 ~~NAS593-24H~~	—	1	C3	2	1.75	.042	5052-0 WW-T-787	—	F-2.741	BAC-T11W -W1	VII S	65.0
	✓	✓	230		-3004	1	NAS593-24 ~~NAS593-24H~~	—	2	C3	2	1.50	.035	5052-0 WW-T-787	—	F-2.741	BAC-T11W -W1	VII	25.0

PROD. INFO. EXISTING INSTLS ACCEPTABLE

STATUS OF TOOLS &/OR PLANNING

STATUS OF COMPLETED AIRP. &/OR PARTS

Beaton 64570 6-19-7

6-18-57.

AHP 6/24

261

POWER PLANT 5-70

ELR NO. 2400	MODEL No. 707	DWG. REC. CLK N56-2639	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE	NEW ISSUE NO.	DWG. TITLE PLUMBING INSTL - WATER INJECTION SYSTEM - SEC 22		
BOB D. WILLIAMS DRAFTED	6-18-7	6-27-57 RELEASE; 6-27-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION	ITEM 95000 ~~CHG.~~ NO.	ADCN	DRAWING NO.	SHT.
CHECKED Ling	6-18-57	~~NO CHANGE~~ SEE BELOW	REASON: LOCK-WIRING NOT REQUIRED ON 707 AIRP.	SEC. NO. 22	1	5-89570	1A
STRESS				1-199 & 301-1999			
APPROVED	6-18-7			CHG. EFF.			

ORIGINATOR	PHONE		PLANNING	PHONE
REQ. B. WHITING	3087	ENGINEERING LIAISON REQUEST ELR		
APP.				
DEPT. 6-3060	BOX NO. 81-15		BOX NO.	

PARTS LIST ZONE	REPLACES	-3002	-3001	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
25		~~✓~~	~~✓~~	~~1~~	~~AN995NC32~~	~~LOCK WIRE 7~~	~~D7~~ 5	~~—~~				

REMOVE FROM PARTS LIST AS SHOWN ABOVE

~~7 LOCKWIRE OPTIONS AN995 C-32 & AN995 N-32 INSTALL PER BAC 5018~~

IN GENERAL NOTES DELETE 7 AS SHOWN ABOVE

IN TUBE P/L CHANGE "NAS593-24H" (4 PLACES) TO "NAS593-24" PER BELOW

	-3002	-3001	WORK PRESS PSI		TUBE ASSY NUMBER	REQD	END FITTINGS PER TUBE ASSY: NUT	SLEEVE	REQD	ZONE CODE: ZONE	SHT	TUBE O.D.	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT.	TYPE ENDS	MIN STOCK LENGTH
	✓	✓	230		-3011	1	NAS593-24 ~~NAS593-24H~~	—	2	C3	2	1.50	.035	5052-0 WW-T-787	—	F-2.141	-		224
	✓		230		-3006	1	NAS593-24 ~~NAS593-24H~~	—	1	C3	2	1.75	.042	5052-0 WW-T-787	—	F-2.141	BAC-T11N -W1	VII S	65.0
		✓	230		-3005	1	NAS593-24 ~~NAS593-24H~~	—	1	C3	2	1.75	.042	5052-0 WW-T-787	—	F-2.141	BAC-T11N -W1	VII S	65.0
	✓	✓	230		-3004	1	NAS593-24 ~~NAS593-24H~~	—	2	C3	2	1.50	.035	5052-0 WW-T-787	—	F-2.141	BAC-T11N -W1	VII	25.0

PROD. INFO. EXISTING INSTLS ACCEPTABLE

STATUS OF TOOLS &/OR PLANNING | STATUS OF COMPLETED AIRP. &/OR PARTS

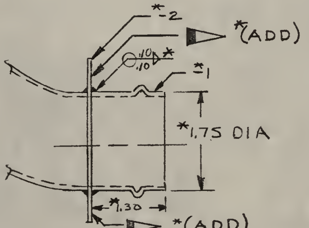
J Beaton 64570 6-19-7   6-18-57   AH 6/24   261

POWER PLANT 3-60

MODEL 707		2-7-2-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE		BLKHD FTG-STA 620 WATER INJ LINE, DWG. TITLE WELD ASSY OF		
DRAFTED ANDERSEN	6-14-7	9-7-2-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHECKED J.B. [signature]	6-14-57	7-2-57 CB B/P GROUP	☐ DEVIATION ☒ VARIATION	PRR 35070 CHG. NO.	2	69-2346	-
STRESS			REASON: TO ADD FINISH	SEC. NO. S4			
APPROVED		REQUESTED	CALLOUT FOR FAYING	1-139			
APPROVED Baihly 6-17-57		P PROD. INFO.	SURFACE	301 THRU CHG. EFF. 1999			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		—	69-2346	BLKHD FTG-STA 620 WELD ASSY OF		—	—	T-4	▷ ~~F-2.742~~	R

IN P/L CHG FINISH CALLOUT ONLY AS SHOWN ABOVE
ADD FLAG & FLAG NOTE AS SHOWN BELOW



*WELD ASSY OF-69-2346

▷ F-2.742
SRF-12.205 FAYING SURFACE

*ADCN REF ONLY

P▷ APL 001 & ON MUST COMPLY

AH 3 22 5

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

FUEL SYSTEM

6-70

MODEL 707	ZC 6-20-57 DWG REC CLK	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON DRAWING DEPARTURE AUTHORIZATION	ISSUE NO.	ADAPTER WATER VALVE ASSY OF DWG TITLE	
6/12/7 DRAFTED SCHNELLE	EZY 6-21-57 RELEASE	REASON: THE DWG WLL NOT BE CHANGED	SEC No. 41	DDA NO.	DRAWING NO.
CHECKED	6-21-57 CB UNIT	TO ALLOW USE OF AVAILABLE MATERIAL	PRR 95000 CHG. NO.	1	66-4352
STRESS	REQUESTED R		APL'S 1&2 ONLY		
APPROVED	PROD INFO				
APPROVED	SHOP INFO				
APPROVED Bartl 6-13-57	DCR No.		CHG EFF		

PARTS LIST ZONE	REPLACES			REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
					-1	SLEEVE			▷			

▷ 4130 STL TUBE PER MIL-S-6736 NORMALIZED
OPTIONAL: 4130 STL BAR PER MIL-S-6758 NORMALIZED

R ▷ ELR# 161071 MEGLING 6-4510 (6-8-7)

AH 6/18

4-80 IT

MODEL 707		8/7-9-57 DWG. REC. CLK	**BOEING AIRPLANE COMPANY** ADCN ADVANCE DRAWING CHANGE NOTICE — THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
DRAFTED G. OSTERLOH	6-26-57	RN 7/11/57 RELEASE	
CHECKED T. BURDO	6/28/7	7-11-57 B/P GROUP	☐ DEVIATION ☐ VARIATION
STRESS		DONALDSON 6-7000 REQUESTED	REASON: ADDED PARTS FOR FOUR HOLE DRAIN SYSTEM, CHANGED FLAG NOTE
8/7-6/58 APPROVED P Donaldson	7/1/57		
APPROVED RE Hage	7-2-7	PROD. INFO.	

A	
ISSUE NO.	PRR. 10218
CHG. NO.	
SEC. NO.	77
	301-1999
CHG. EFF.	1-199

DWG. TITLE	PLUMBING INSTALLATION INBOARD NACELLE STRUT	
ADCN	DRAWING NO.	SHT.
8	50-5547	1

ADCN

PARTS LIST ZONE	REPLACES	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
15		X ✓	X ✓	X ✓	X ✓	2 X	MS21907-8C	ELBOW-45° BLKHD						
18		✓	✓	✓	✓	6 X	MS29512-8	GASKET BOSS						
19			~~✓~~		~~✓~~	~~1~~	~~10-60104~~	~~HOSE ASSY~~			10 0			
16		✓	✓	✓	✓	3 X	AN924-8C	NUT BLKHD						
17		X	✓ X	X	✓ X	1	MS21908-8C	ELBOW 90°						
13		✓ 4	4	✓ X	X	1	MS21902-8C	UNION-FLARELESS						
20		~~✓~~		~~✓~~		~~1~~	~~10-60104-1~~	~~HOSE ASSY~~			10 0			
36		21 X	21 X	✓	✓	1 ~~X~~	10-60109-1	HOSE ASSY HYD RET						
7		21 X	21 X	✓	✓	1 ~~X~~	10-60109-2	HOSE ASSY HYD PRES						
63		21 X	21 X	✓	✓	1 ~~X~~	10-60109-3	HOSE ASSY HYD SUP						
74		-34	-34	-34	-34	1 ~~X~~	69-2545	CONN SLIDING TYP FIRE WALL						
75		✓	✓	✓	✓	1 ~~X~~	10-60108	HOSE ASSY H.P.A.						
84		✓	✓	✓	✓	—	50-8229-5P1	TUBING INST ~~20~~						

CHANGE P/L AS SHOWN ABOVE

CHANGE NOTES AS SHOWN BELOW

0 ADCN REF ONLY- REPLACING PART WILL BE SHOWN ON ENGINE PLUMBING INSTL.

21 LIMITED APL. SERIAL NOS. 101-199, ~~1-99, 301-399 501-1999~~

~~20 LIMITED APL. SERIAL NOS 1-99, 301-399~~

~~10 COLOR BAND PER BAC 501 WITH TAPE BAC THIS 828F~~

AP 7/8/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS 2-7000

FUEL SYSTEMS 4-69 ELR # 80562

		BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON DRAWING DEPARTURE AUTHORIZATION THE DWG WILL NOT BE CHANGED	ISSUE No.	DWG TITLE FITTING OVERBOARD DRAIN	
MODEL 707 6/14/7	DWG REC CLK 276-21-57	REASON:	SEC. No. 57	DDA No.	DRAWING No.
DRAFTED TIM TAYLOR	RELEASE RX6/27/57	TO USE AVAILABLE MATERIAL.	CHG. No. 95000	1	66-4312
CHECKED Wickre 6/14	B/P UNIT 6.24.57CB		APL #1 & #2		
STRESS	REQUESTED E. WALLACE 6-4400				
APPROVED	PROD INFO [X]				
APPROVED	SHOP INFO				
APPROVED Carter 6/14	DCR No.		CHG EFF		

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P

~~[2] BLACK NYLON~~

~~[1] BLACK NYLON~~
~~OPT. MAKE FROM BAC U24H-16~~

[1] [2] DUPONT WHITE NYLON
ZYTEL # 101

ALLOW MATERIAL CHG AS SHOWN

[X] O.P. ITEM.

E HP 6/19

BAC 925 A-R3

4-79 1T

MODEL 707		D7 6-25-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	B ISSUE NO.
DRAFTED S. Berry	6-18-7	9m 6-26-57 RELEASE 6-26-57 CB	☐ DEVIATION ☒ VARIATION	PRR 10797 ~~CHG.~~ NO.
CHECKED Vandenbush Hugg	6-18-7	B/P GROUP AIR COND	REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM PRESSURE SOURCE	SEC. NO. 79
STRESS		REQUESTED		1-499 & 301-1999 CHG. EFF.
APPROVED EJT 6/18				
APPROVED Donaldson 6/19		PROD. INFO.		

PLUMBING INSTL OUTBD NAC STRUT
DWG. TITLE

ADCN	DRAWING NO.	SHT.
5	50-5548	1

ADCN

PARTS LIST ZONE	REPLACES	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	✓	✓	1	MS21913D10	PLUG						
	NEW	✓	✓	✓	✓	1	150701-10	PACKING O-RING (BAC P11K-10)			STILLMAN RUBBER CO CULVER CITY CAL. (OR EQU)			

ADD TO P/L AS SHOWN

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

RTAC 4/22/1 2-7000

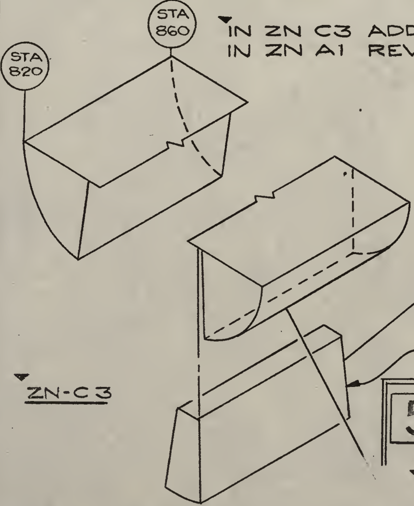
9-62 NOT PROCESS IT

ADCN

MODEL 707-121		9-17-3-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN		PROD ILLUST TUBING INSTL SECT43 BODY DWG. TITLE
D.ANDERSEN DRAFTED	6/20/57	9-C-7-3-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN / DRAWING NO. / SHT.
H. Harmon CHECKED	6/20/7	7-3-7 B/P GROUP	☐ DEVIATION ☒ VARIATION	PRR 9500 CHG. NO.	1 / 50-2543-5PI / 1A1
E. R. Seeling CHECKED ENGR	6-27-7	P.I. 707-13 REQUESTED	REASON: COMP OF BASIC DESIGN	43 SEC. NO.	
APPROVED [signature]	6/27				
APPROVED ENGR. [signature]	6/27/7	PROD. INFO.		A/P 1-99 CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN C3 ADD KEEL BEAM & CALLOUT AS SHOWN
IN ZN A1 REVISE SHEET NUMBER AS SHOWN



KEEL BEAM - WATER TANK
SHT. 17-A1

ADD

ZN-C3

DELETE

50-2543 5P.I. SHT 1 -A1 OF ~~16A1~~

CHANGE TO 17A1

ADCN REF. ZN A-1

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE - COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 [signature] 6-27-7

JP7-2-3 7000

8-60 IT NOT PROCESS.

MODEL	707		8? 7-17-57 DWG. REC. CLK.
DRAFTED	B HOCKETT	6/4/57	9? 7-17-57 RELEASE
CHECKED	DARTON	6/4/57	7-17-57 B/P UNIT
STRESS	HECHT	6/6/57	ROHR 4-1401 REQUESTED
APPROVED			PROD. INFO.
APPROVED		6/10/57	

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: HOLE DIA. IS TOO LARGE FOR SILVER SOLDERING MATING .247 $^{.247}_{.245}$ DIA. DRAIN TUBE (ENGR ERROR)

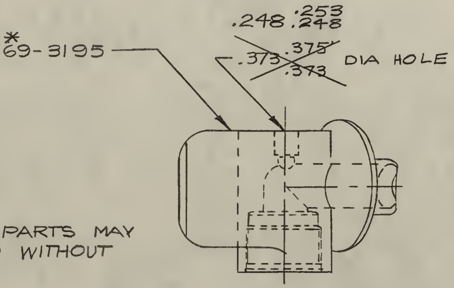
ISSUE NO. ITEM 76650
CHG. NO. 76
SEC. NO.
1 THRU 199
301 THRU 39?
CHG. EFF.

DWG. TITLE: FITTING - DRAIN, STARTER PAD & OIL TANK SCUPPER

ADCN	DRAWING NO.	SHT.
R1-1	69-3195	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE DIMENSION AS SHOWN BELOW



* ADCN REF

EXISTING PARTS MAY BE USED WITHOUT REWORK

KC-135 NOT AFFECTED

☑ ... ☐ KC-135 ✓ 707

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER

72-28 707 (Revised) Recall

ADCN

MODEL KC-135 & 707		DT 7-8-57 DWG. REC. CLK.	**BOEING AIRPLANE COMPANY** SEATTLE 14, WASHINGTON		DWG. TITLE: OIL TANK ASSY- AC GEN. DRIVE
DRAFTED D.D. CUMMING	5/14/57	969-8-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN / DRAWING NO. / SHT
CHECKED Dutton	5/15/57	7-8-57 mb B/P UNIT	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 9500 CHG. NO.	R-75 / 50-3969 / 1
STRESS Erickson	5/15/57	ROHR ENGINEER'G REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 76	R-75 / 50-3969 / 1A
APPROVED		P	REASON: ① PRESENT TEST MEDIUM NOT CONSISTENT WITH SPEC. REQ'TS.	(KC-135) 55-3121 & ON	
APPROVED E. Kunkart	5/16/57	PROD. INFO.	FOR FILLER CAP. ② NAMEPLATE ▷	(707) 1 THRU 199, 301 THRU 1999 CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

▷(REASON CONT'D): NOTE DOES NOT INDICATE CLEARLY THE METHOD OF IDENTIFICATION.

① ON SH. 1 & 1A REVISE TEST NOTES TO READ AS FOLLOWS: ← CHG. *

LEAKAGE TEST: TEST TANK ASSEMBLY, INCLUDING FILLER CAP, WITH OIL PER MIL-L-7808 B TO 10 PSIG. NO LEAKAGE ALLOWED.

PROOF PRESSURE TEST: TEST TANK ASSEMBLY WITH OIL PER MIL-L-7808 C (WATER OPTIONAL) TO 52 PSIG FOR 2 MINUTES, MINIMUM. NO LEAKAGE OR PERMANENT DEFORMATION ALLOWED. IF FILLER CAP IS INSTALLED DURING PROOF PRESSURE TEST, THE MAXIMUM ALLOWABLE LEAKAGE AT THE FILLER CAP IS 10 cc/HR.

* ADD

② ON SH. 1 REVISE FLAG NOTE 7▷ AS FOLLOWS:

7▷ ELECTROLYTIC ETCH NAMEPLATE LETTERING DIRECTLY ON THE TANK... ETC.

P▷ EXISTING TANKS WITH SEPARATE NAMEPLATES WELDED ON ARE ACCEPTABLE WITHOUT REWORK.

EXISTING ASSY'S SATISFACTORY AS INSTL'D.

* ADCN REF.

REF: BAC TWX TO ROHR 6-4475.3-8218-JLC, DATED 2-26-57

☒ BAC RELEASED ☒ KC-135
☐ CANCLD BY BAC ADCN ☑ 707

F.B.

CHECKED K. AXTELL 6-12-57
CHECKED Wittemann 6/13/57
APPROVED

581-520

JWW (6-4510) 6-18-7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

BAC 924 D-R4

WING

2..54 IT ELR 2390

ELR NO. 2390	MODEL NO.	7-12-57 DWG. REC. CLK 9-7-12-57 RELEASE 7-12-57BC B/P GROUP	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO. ITEM 95000
DRAFTED WILLAFORD 7-3-57		NO CHANGE SEE BELOW	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION	CHG. NO. 12 SEC. NO.
CHECKED E. R. Seeling 7-5-57			REASON: TO ALLOW ENGIN FUEL TUBES(5-86584) TO ALIGN WITH ANGLE	1-1999 CHG. EFF.
STRESS				
APPROVED [signature] 7-5-7				

DWG. TITLE: SUPPORT ANGLE FUEL LINE WBL 315

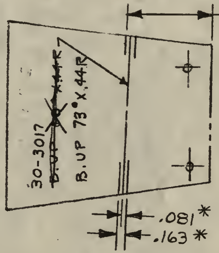
ADCN	DRAWING NO.	SHT.
1	30-3017	—

ORIGINATOR	PHONE
REQ. WHITING	2954
APP. H.A. Flink	2954
DEPT. 6-3060 BOX NO.	81-15

ENGINEERING LIAISON REQUEST (ELR)

PLANNING	PHONE
BOX NO.	

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P



THIS DISTANCE TO* REMAIN THE SAME

CHANGE ANGLE OF BEND TO 73° AS SHOWN

*ADCN REF. ONLY

AH 7/10/7

AIRP SEC NO	QTY PER AIRP	USED ON DWG NO	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER

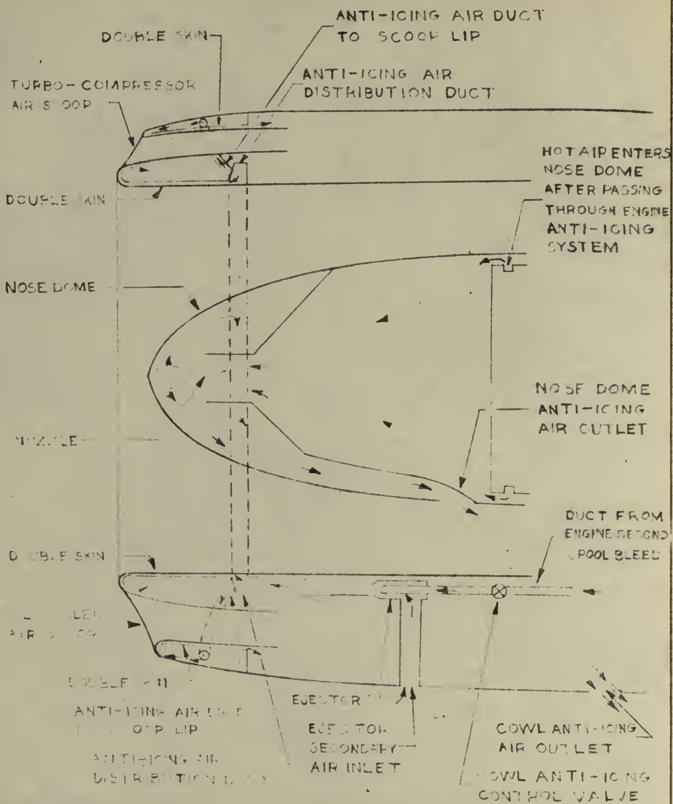
PROD. INFO. AIRP 001 IN ACCORD, REWORK EXISTING PARTS & INSTL'S

STATUS OF TOOLS &/OR PLANNING | STATUS OF COMPLETED AIRP. &/OR PARTS

Beattie 64510 7-5-7

7-2-57

ARROWS (→) INDICATE DIRECTION OF ANTI-ICING AIR FLOW



			REVISED	DATE		
CALC					NOSE DOME AND COWL ANTI-ICING SYSTEMS	707
CHECK						
APPD						
APPD					BOEING AIRPLANE COMPANY SEATTLE 24, WASHINGTON	PAGE 9

b. Jack point load limitations

(1) Fuselage load limits

(a) forward body
(b) aft body

(2) Landing gear

(a) main gear
(b) nose gear

(3) Wing

(a) inboard wing
(b) outboard wing

5. Leveling and weighing

a. Leveling pad locations

(1) Center section

(2) Nose section

b. Leveling procedure

(1) Jacking

(2) Use of leveling equipment

(a) leveling provision scale
(b) use of engineers level

(3) Alignment

(a) location of points
(b) alignment procedure

c. Weighing equipment and procedure

(1) Electronic weighing kit

(a) description
(b) operation

(2) Weighing procedure

(1) Nose gear

(a) lock rod location
(b) lock handle installation
(c) lock handle emergency release

(2) Main gear

(a) lock description and location
(b) lock installation

b. Covers

(1) Pitot

(a) type
(b) installation and removal

(2) Engine

(a) intake
(b) tailpipe

(3) Vents and ducts

(a) types
(b) locations

(4) Surface covers

4. Jacking

a. Jack pad locations

(1) Station numbers

(a) fuselage jack points
(b) landing gear jack points

(2) Jack pad heights

(a) inboard wing
(b) forward body
(c) aft body
(d) outboard wing

(a) temperatures
(b) velocities

(2) Danger areas

(a) inlet duct area
(b) exhaust area

(3) Blast fences

(a) distances
(b) velocity and noise reduction

(4) Engine noise levels

(a) decibel ratings
(b) suppressor effects

2. Towing

a. Tow bar

(1) Description

(a) length
(b) load limits
(c) shear pin

b. Attach points

(1) Main gear

(a) forward lugs
(b) aft lugs

(2) Nose gear

c. Turning radii

(1) Nose gear

(a) steering angle
(b) swivel arrangement

3. Ground locks and covers

a. Locks

d. Service area lighting

(1) Junction boxes

(2) Air conditioning compartments

(3) Tail cone

(4) Wheel wells

e. Exterior lighting

(1) Landing lights

(a) inboard
(b) outboard

(2) Runway turn-off and taxi lights

(3) Position lights

(a) wing
(b) tail cone

(4) Anti-collision beacons

(a) upper
(b) lower

(5) Wing illumination

M. Ground Handling — 4 Hours — 1, 2, 3, 6, 8

1. Parking

a. Typical parking

(1) Nose in

(2) Nose out

(3) Parallel

b. Engine ground run clearance

(1) Idle and taxi

a. Crew compartment

(1) General lighting

(a) dome lights
(b) emergency lights

(2) Special lights

(a) main instrument panel
(b) overhead switch panel
(c) circuit breaker panels
(d) radar panel
(e) aisle stand aft panels
(f) engineer's station
(g) navigator's station
(h) aisle stand
(i) map reading
(j) brief case
(k) auxiliary panel
(l) standby magnetic compass

b. Passenger compartment

(1) General lighting

(a) dome
(b) cove
(c) lavatories

(2) Special lights

(a) reading
(b) galley
(c) entry
(d) lavatory mirror
(e) coat compartment
(f) passenger signs
(g) emergency exit

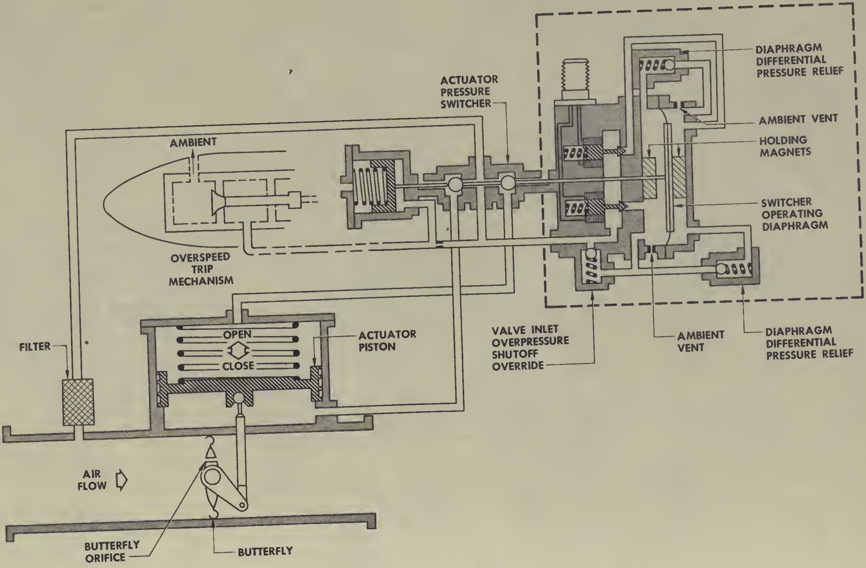
c. Cargo and lower forward compartments

(1) General lighting

(a) forward cargo compartment
(b) aft cargo compartment
(c) lower section 41

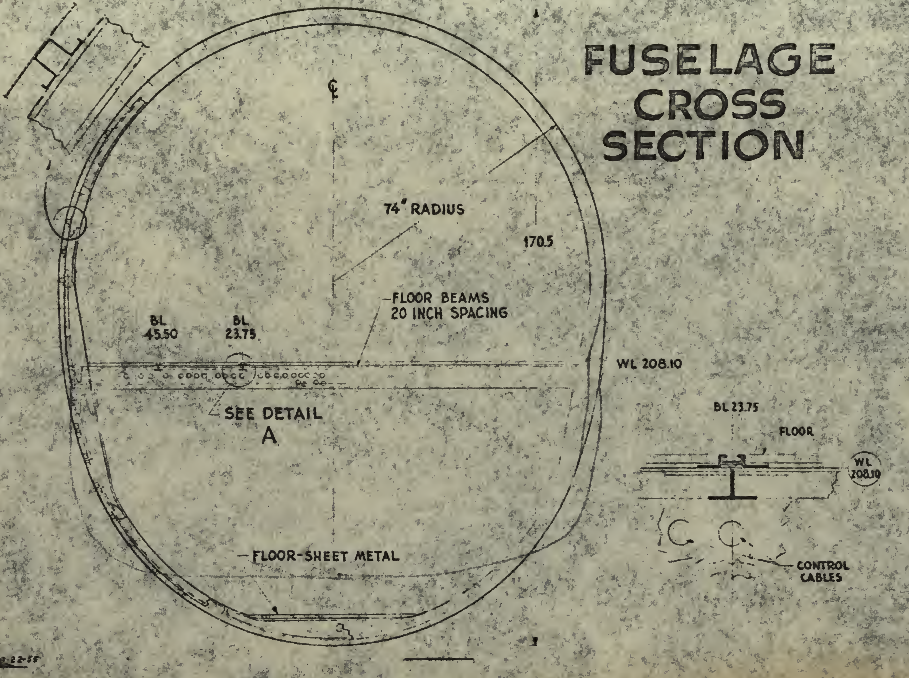
☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 52 DOORS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNP-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
52-1		CANCEL													
52-2	Cargo Compartment Doors - Forward	☒													
52-3	Main Entry Door - Forward	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-4	Operation of Main Entry Door From Inside	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-5	Operation of Main Entry Door From Outside	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-6	Forward Main Entry Door Mechanism - Detail I	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-7	Forward Main Entry Door Mechanism - Detail II	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-8	Forward Main Entry Door Mechanism - Detail III	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-9	Forward Main Entry Door Mechanism - Detail Iv	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-10	Forward Main Entry Door Mechanism - Detail V	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-11	Forward Main Entry Door Mechanism - Detail VI	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒



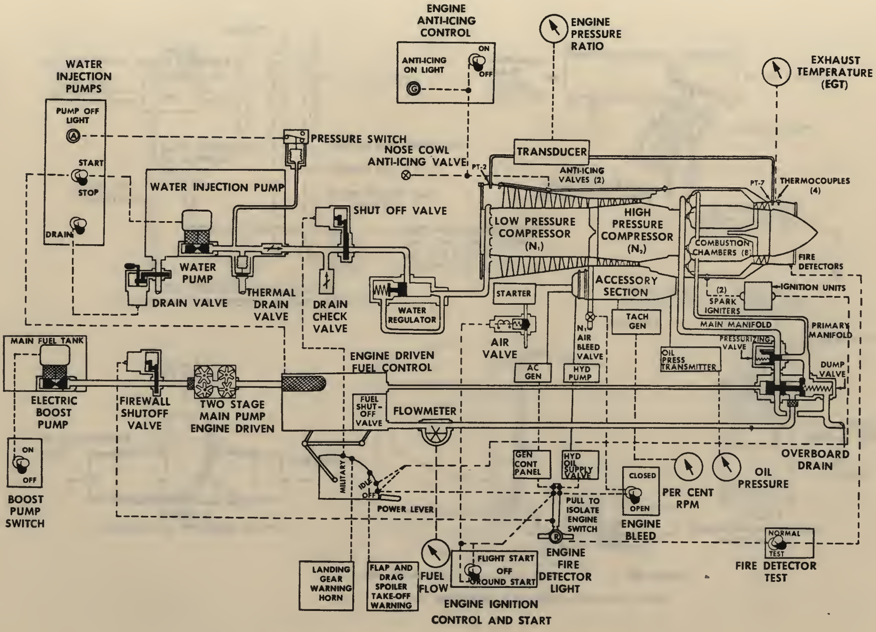
PRESSURE OVERRIDE SHUTOFF VALVE

FUSELAGE CROSS SECTION

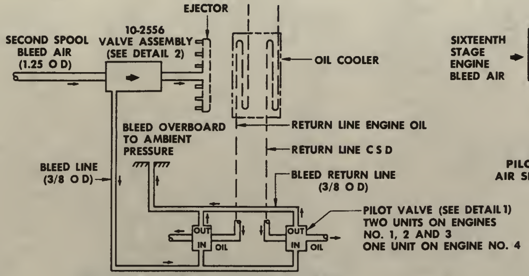


2-22-55

121-71-9 Eng front.

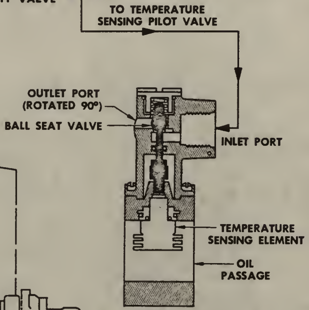


ENGINE OPERATION AND CONTROL DIAGRAM

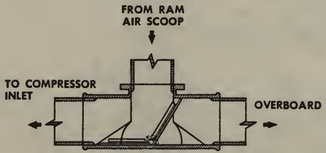


OIL COOLER AIR EJECTOR SYSTEM DIAGRAM

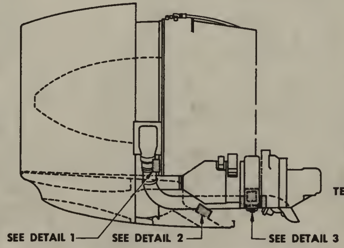
DETAIL 2
PILOT OPERATED
AIR SHUTOFF VALVE



DETAIL 1
TEMPERATURE SENSING
PILOT VALVE

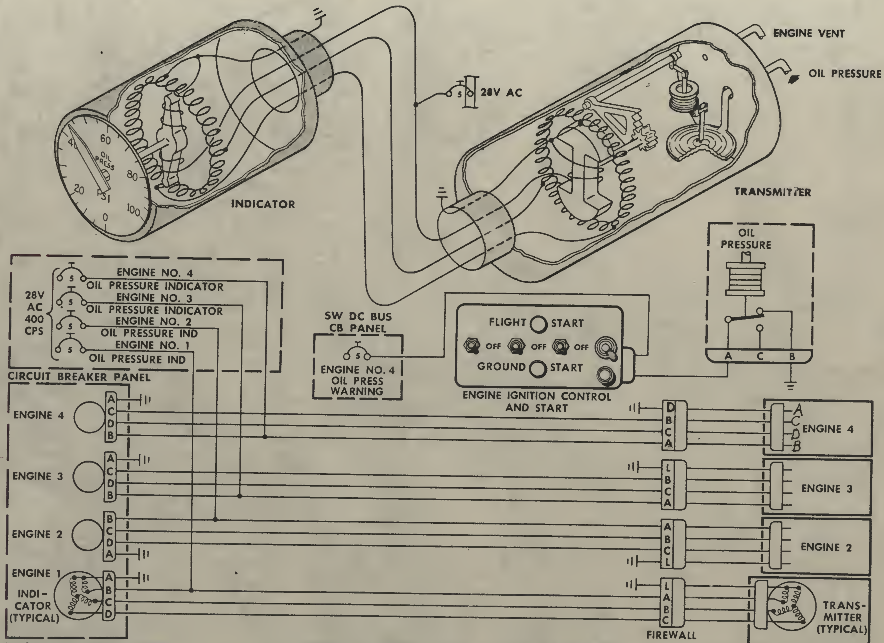


DETAIL 3
DIFFERENTIAL PRESSURE VALVE

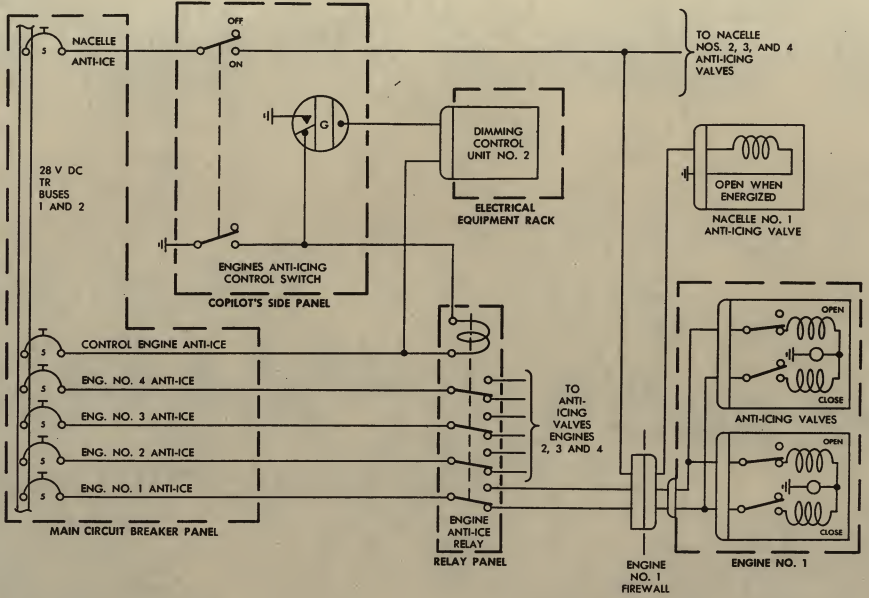


LEFT SIDE ENGINE NACELLE—FORWARD END

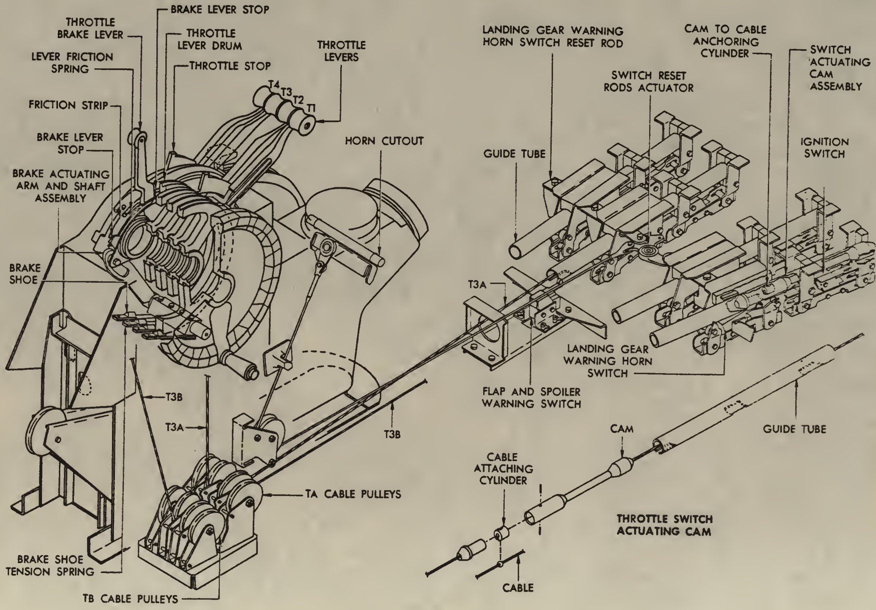
ENGINE ACCESSORY COOLING DIAGRAM



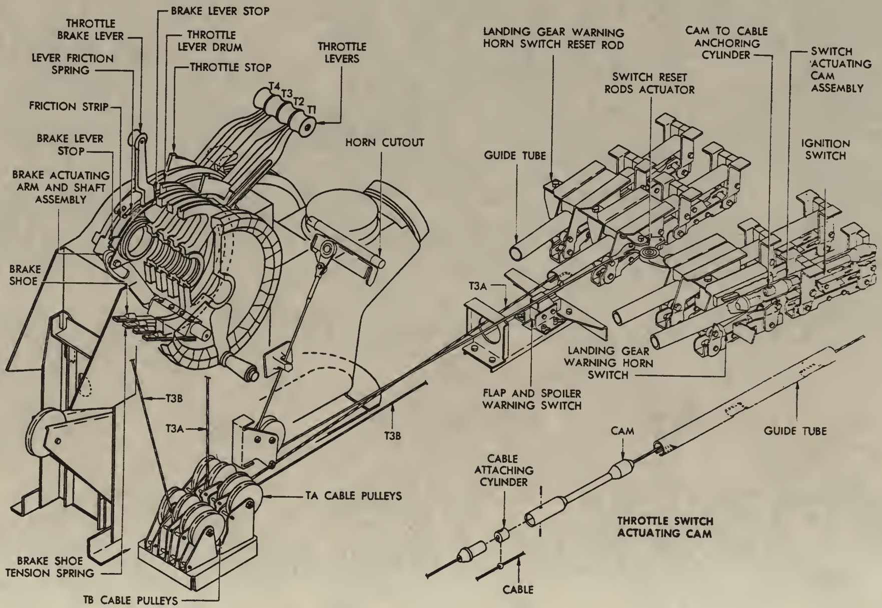
OIL PRESSURE INDICATING SYSTEM SCHEMATIC



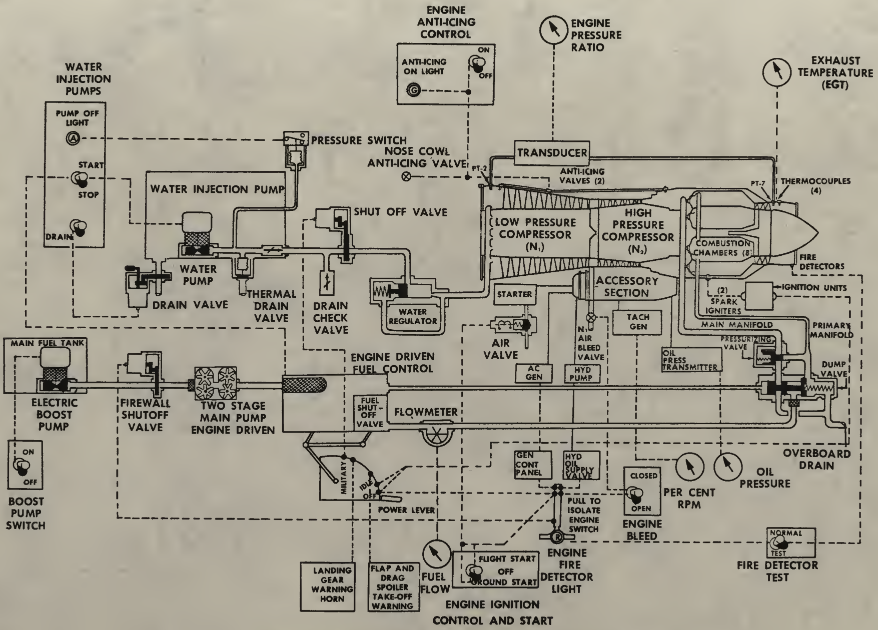
ENGINE AND NACELLE ANTI-ICE CONTROL CIRCUIT



THROTTLE CONTROL LINKAGE — SECTION 41



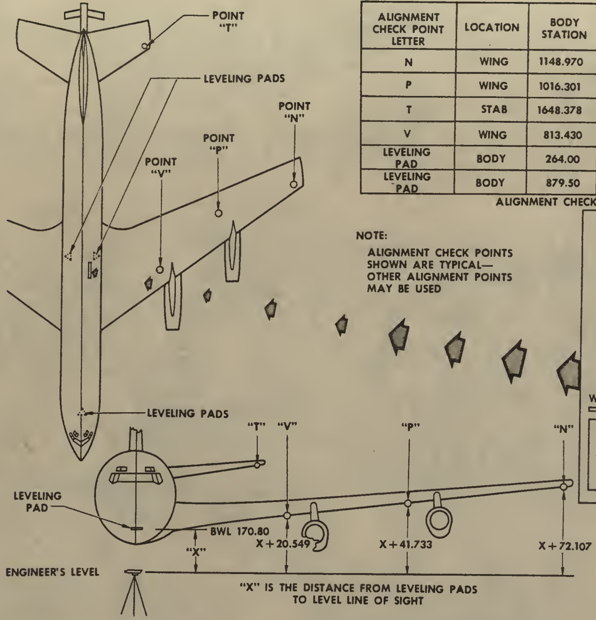
THROTTLE CONTROL LINKAGE—SECTION 41



ENGINE OPERATION AND CONTROL DIAGRAM

ALIGNMENT CHECK POINT LETTER	LOCATION	BODY STATION	BODY BUTTOCK LINE	BODY WATER LINE	TYPE OF ALIGNMENT POINT
N	WING	1148.970	758.640	242.907	CENTER OF CSK LOCK BOLT
P	WING	1016.301	494.546	212.533	CENTER OF CSR HI-SHEAR RIVET
T	STAB	1648.378	220.392	282.399	CENTER PUNCHED RIVET HEAD
V	WING	813.430	282.836	191.349	CENTER OF CSK LOCK BOLT
LEVELING PAD	BODY	264.00	LH BBL 16.00	170.80	
LEVELING PAD	BODY	879.50	LH AND RH 61.00	201.80	

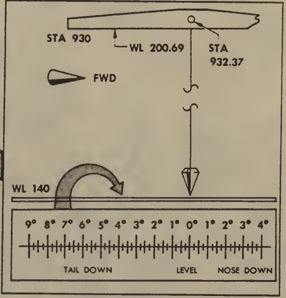
ALIGNMENT CHECK POINTS AND SURFACES



NOTE:

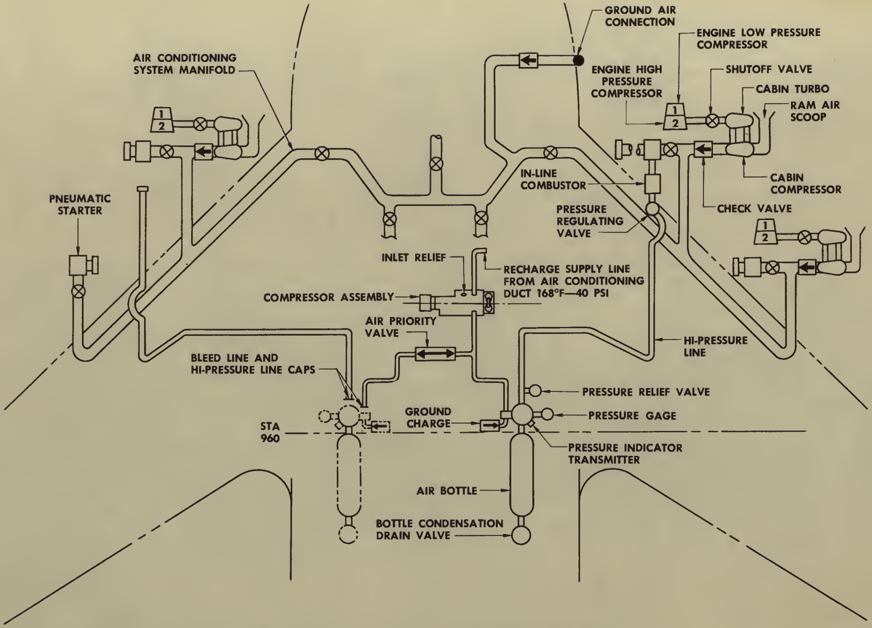
ALIGNMENT CHECK POINTS SHOWN ARE TYPICAL—OTHER ALIGNMENT POINTS MAY BE USED

"X" IS THE DISTANCE FROM LEVELING PADS TO LEVEL LINE OF SIGHT

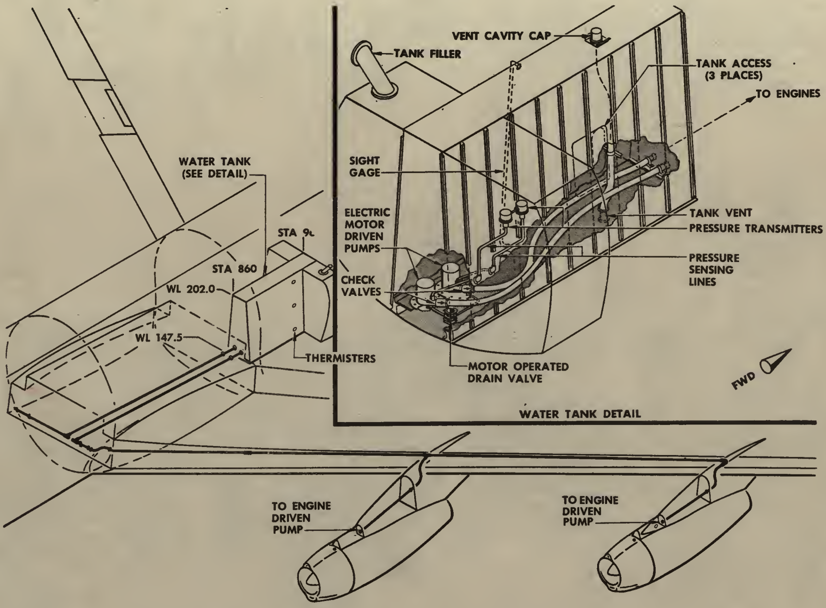


LEVELING PROVISION SCALE

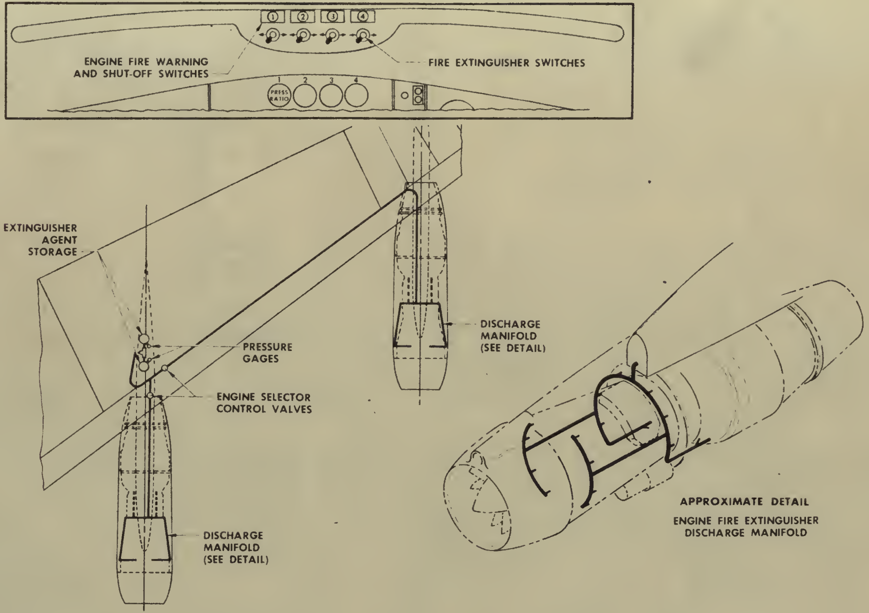
LEVELING EQUIPMENT



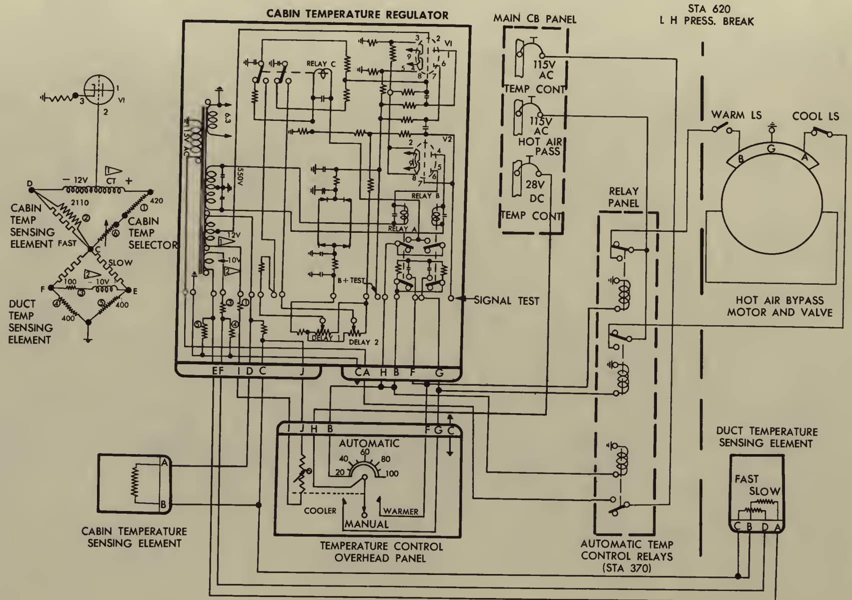
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



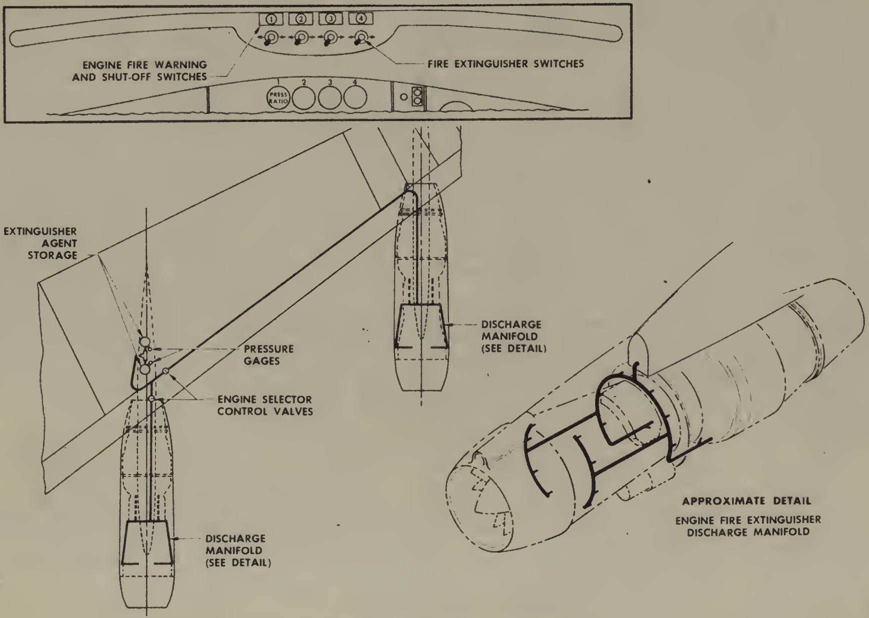
ENGINE WATER INJECTION SYSTEM



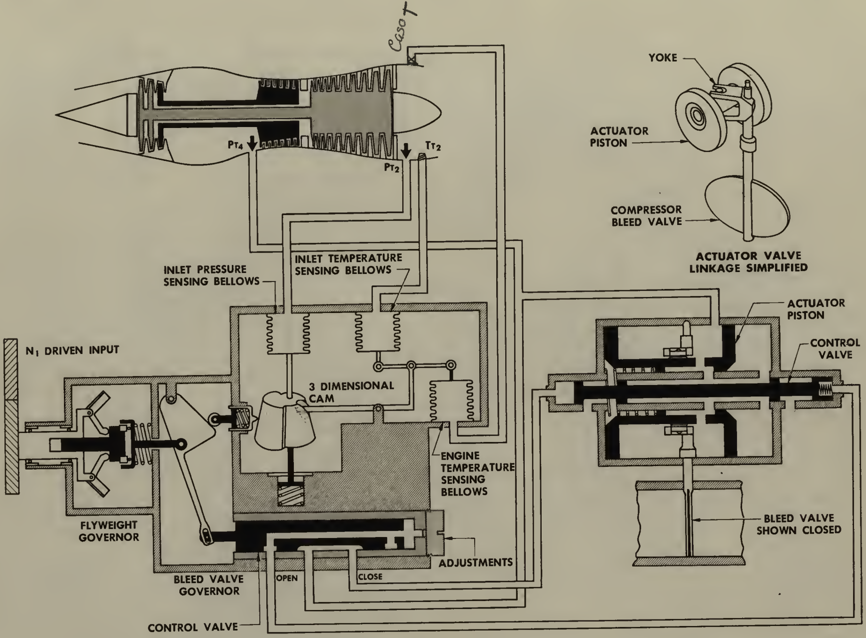
ENGINE FIRE EXTINGUISHING SYSTEM



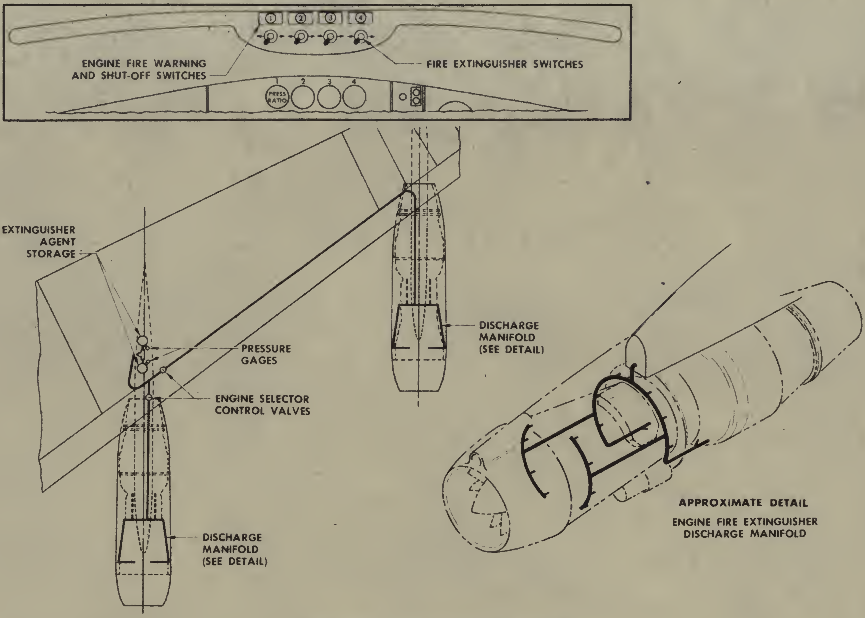
AIR CONDITIONING TEMPERATURE CONTROL CIRCUIT



ENGINE FIRE EXTINGUISHING SYSTEM



SURGE BLEED CONTROL



ENGINE FIRE EXTINGUISHING SYSTEM

11-11-57 thru 11-15-57

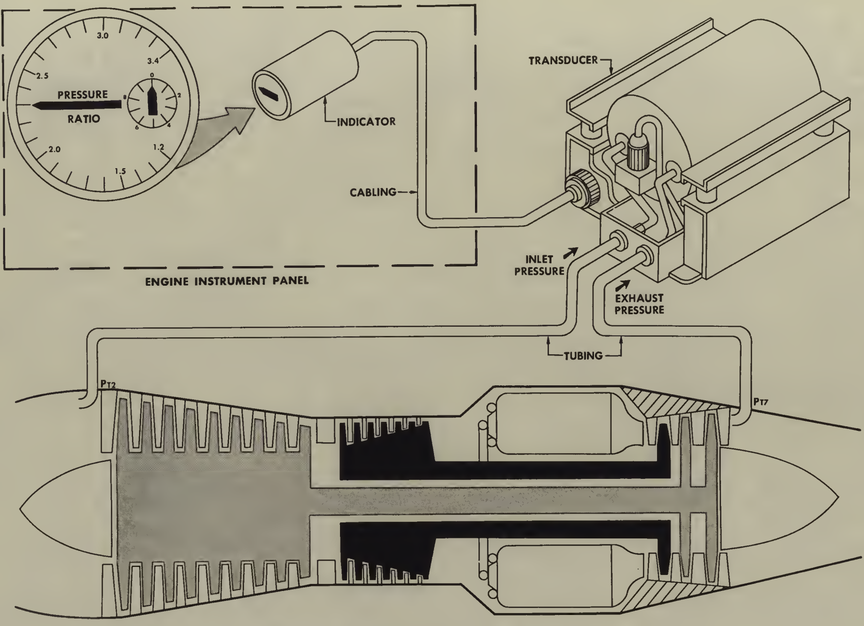
707 COMPANY TRAINING

COURSE NO. 707-002

GENERAL FAMILIARIZATION

CURRICULUM

DAY	SUBJECT	HOURS	INSTRUCTOR
Nov. 11 (Mon.)	Orientation	½	Gumtow
	Airplane General Description	½	Allen
	Structures	2	Allen
	Power Plant	5	Monchil
Nov. 12 (Tues.)	Electrical Power	3½	Sorensen
	Fuel Systems	3½	Schmidt
	Pneumatic System	1	Trimble
Nov. 13 (Wed.)	Air Conditioning and Pressurization Systems	3	Trimble
	Ice Elimination, Defogging and Rain Protection	1	Trimble
	Hydraulic (Power Supply)	1	Lyon
	Landing Gear	3	Lyon
Nov. 14 (Thurs.)	Landing Gear (Con't)	1	Lyon
	Flight Controls	3	Cole
	Autopilot	1	Cole
	Communication & Navigation Equipment	2	Norton
	Miscellaneous Systems	1	Bain
Nov. 15 (Fri.)	Miscellaneous Systems (Con't)	3	Bain
	Ground Handling and Servicing	2	Monchil
	Operation and Performance	3	Rowland



ENGINE PRESSURE RATIO SYSTEM SCHEMATIC

(a) jack points used
(b) electronic weighing cells

6. Hoisting and equipment

a. Hoisting slings and attach points

(1) Empennage attach points

(a) elevators
(b) stabilizer
(c) vertical fin

(2) Engine removal and installation equipment

(a) hoisting sling
(b) hydraulic dolly

(3) Special tools

7. Examination and review

N. Servicing — 8 Hours — 1, 2, 3, 6, 8, 9, 10, 11

1. Servicing equipment

a. Carts and trucks

(1) Fuel truck

(a) service locations
(b) pressure requirements
(c) flow rate

(2) Baggage and cargo

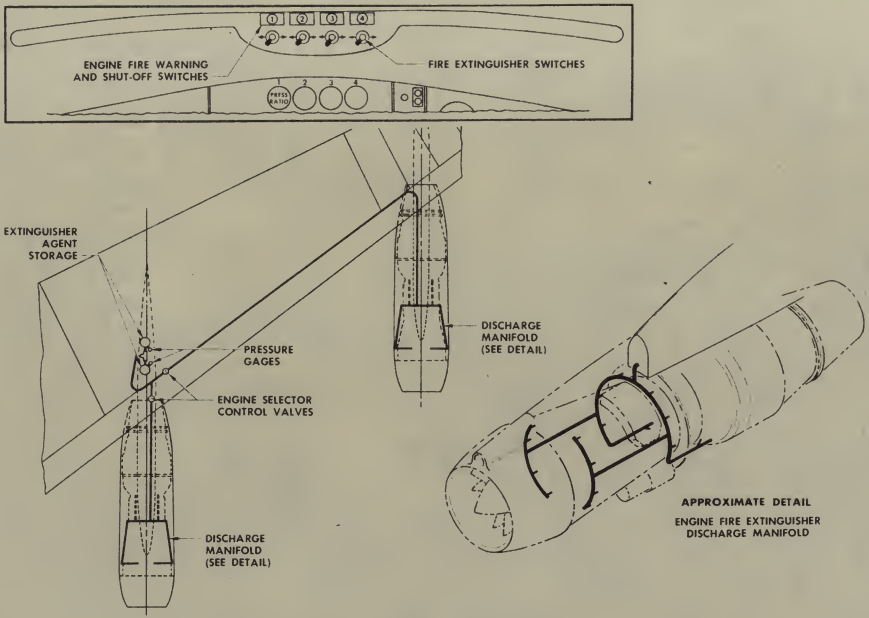
(a) type
(b) service location

(3) Galley cart

(a) type
(b) service location

(4) Water service cart

10:30 -	11:20	Engine General	:50	
12:00	12:25	" " continued	25	mounting etc.
1225	1250	Bleed systems	25	
1250	0115	Oil Sys.	25	
0115	0140	Water Injection	25	
Break				
0200	0220	Fire Protection	15	
0220	0235	Engine Instruments	15	
0235	0250	Engine Controls	15	
0300	0325	Fuel & Ignition	25	
0325	0350	Start Sys.	25	
0350	0400	Thrust Reverser	10	

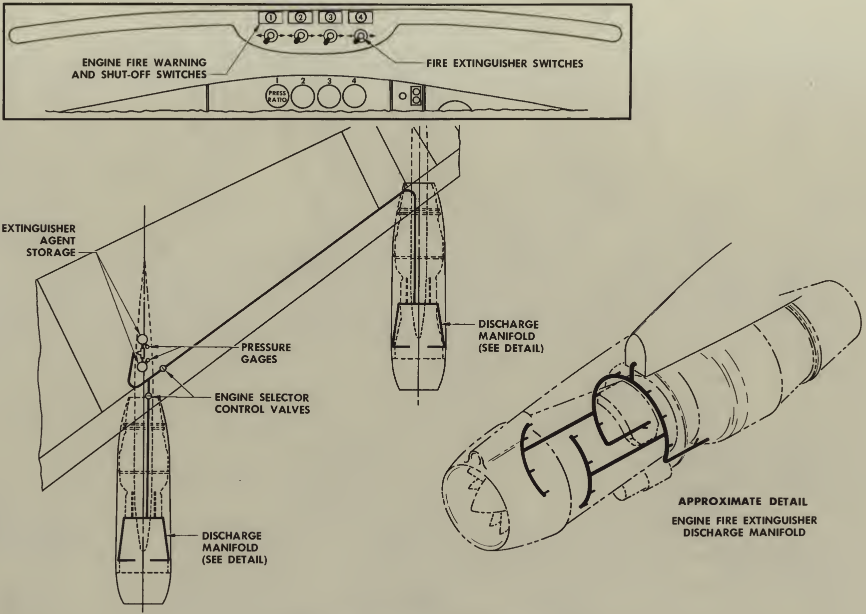


ENGINE FIRE EXTINGUISHING SYSTEM

Call on thrust reverser Ken Farris
Iver Pollard - spares 2665

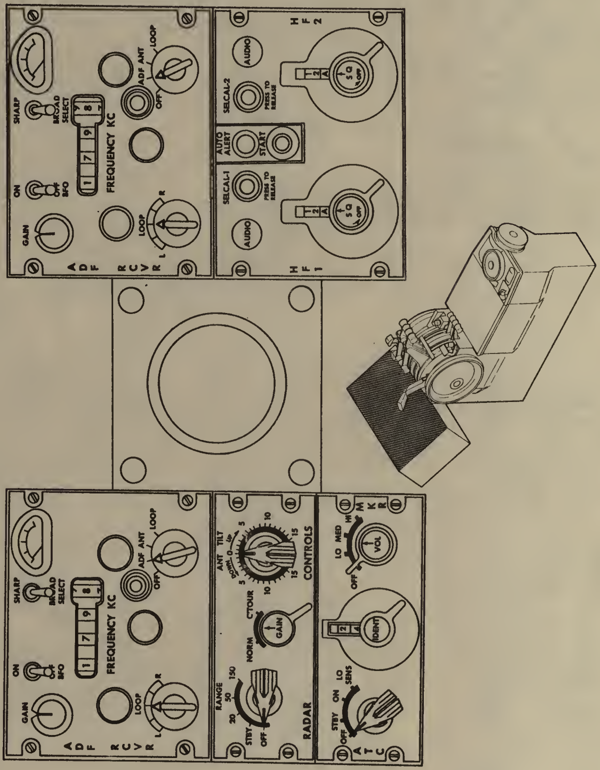
DAY	SUBJECT	TIME	INSTRUCTOR
2nd	Fuel Systems	8:00 9:30	LaVielette
	Coffee Break	9:30 9:50	
	Fuel Systems (Con't)	9:50 10:20	LaVielette
	Cabin Air Conditioning & Pressurization Systems	10:20 12:30	Spicer
	Lunch	12:30 1:30	
	Ice Elimination, Defogging and Rain Protection	1:30 2:30	Spicer
	Hydraulics	2:30 2:50	Smith
	Break	2:50 3:00	
	Landing Gear	3:00 4:00	Smith

ATA 100 for use in setting up
trouble shooting charts

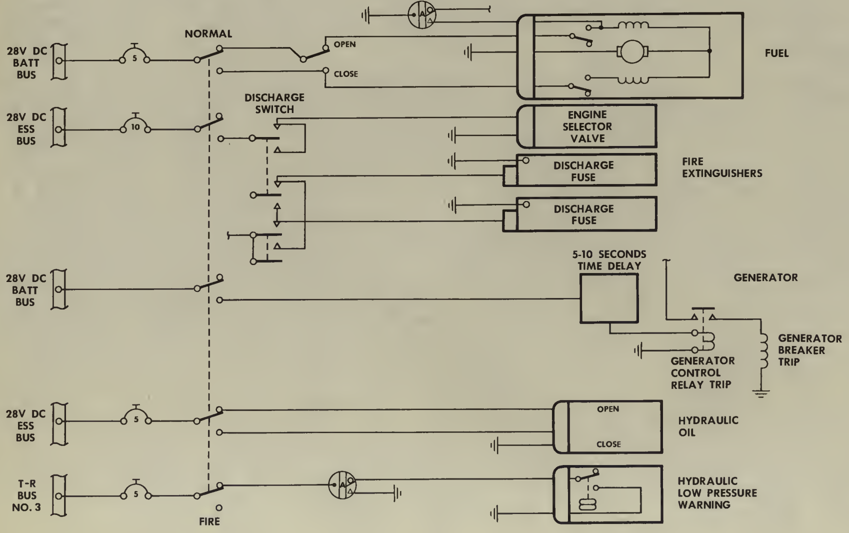


ENGINE FIRE EXTINGUISHING SYSTEM

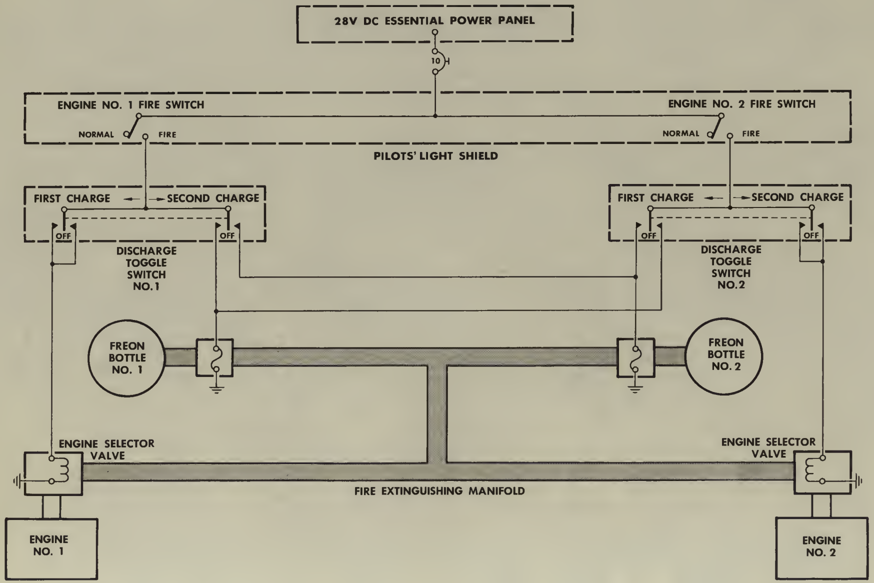
121-26-2 rev B



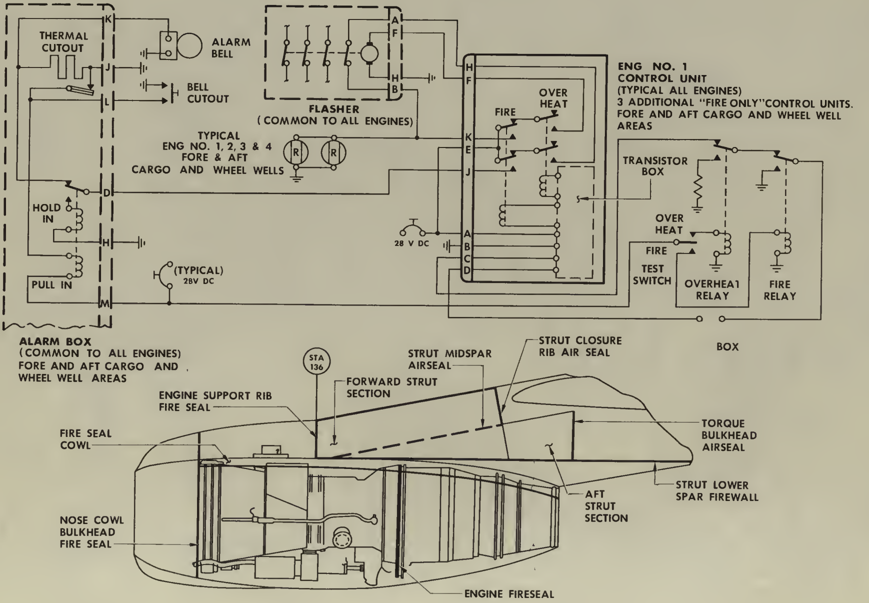
Forward Electronic Control Panel
Figure 1



ENGINE FIRE SWITCH SCHEMATIC



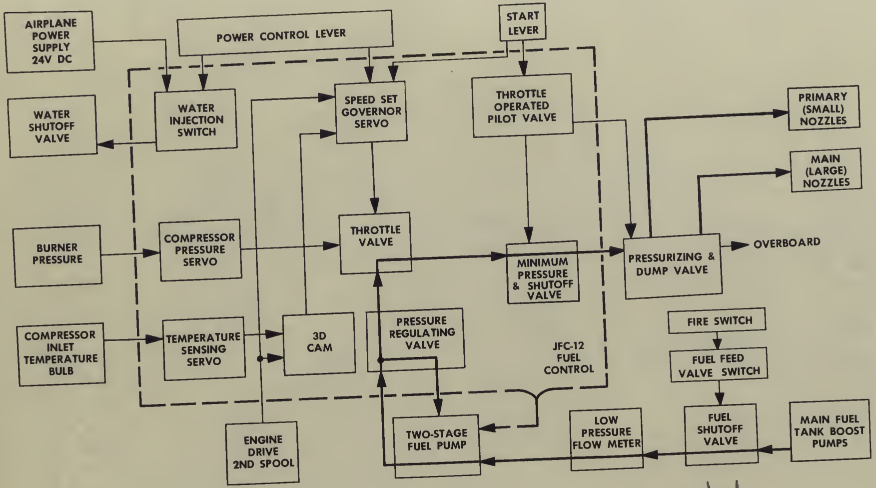
ENGINE FIRE EXTINGUISHING SYSTEM CONTROL



ENGINE FIRE DETECTOR

Is this
anything
interesting to you?
It was in garage.
M. H.

`, , ɔ (`



ENGINE FUEL SYSTEM BLOCK DIAGRAM Cancelled

[X] ← ART ORDER WRITTEN
X ← TRANSPARENCY RELEASED

[A] ← CHANGE ART ORDER WRITTEN
A ← LATEST RELEASED CHANGE ART ORDER

[121] USE THIS AIRLINE TRANSPARENCY

PU — ORIGINAL PASTE-UP
BROCH — FOR BROCHURE
SL — FOR SERVICE LIAISON

ART ORDER NUMBER	SECTION 80 STARTING	PAA 121	AA 123	CAL 124	TWA 131	QEA 138	CUB 139	VARIG			BNF 227			PAA 321	AF 328	SAB 329	TWA 331	LUFT 430	BOAC 436	All 437
80-1	Engine Fuel - Air And Pneumatic Starter System	PU [B] B																		
80-2	Engine Start Circuit	PU [A] A																		
80-3	Engine Pneumatic Starter Control System	PU [A] A																		
80-4	Air Turbine Starter	PU [X] X																		
80-5	Starter Clutch Schematic	PU [A] A																		
80-6	Combustion Starter Air Distribution	PU [A] X																		

REV 11-15-57 11-26-57

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X ← TRANSPARENCY RELEASED

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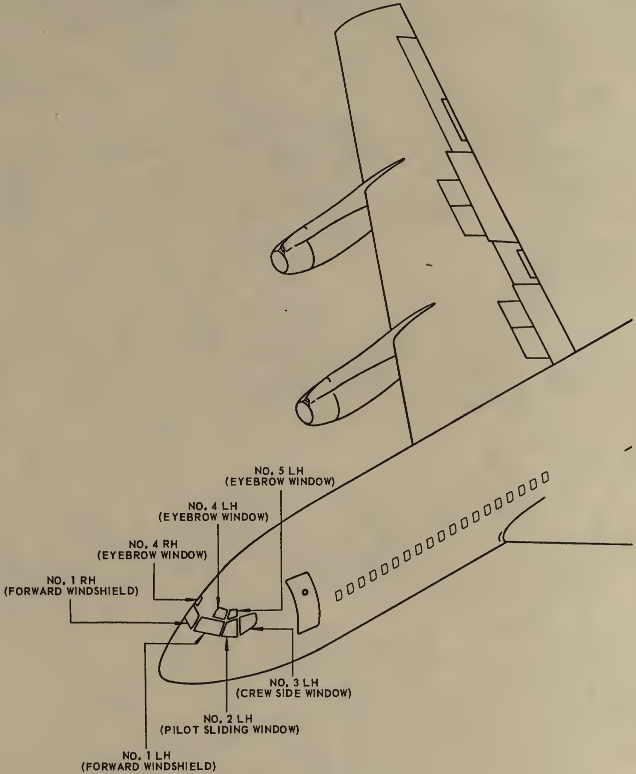
A ← LATEST RELEASED CHANGE ART ORDER

[121] — USE THIS AIRLINE TRANSPARENCY

PU — ORIGINAL PASTE-UP
BROCH — FOR BROCHURE
SL — FOR SERVICE LIAISON

ART ORDER NUMBER	SECTION 12 SERVICING	PAA 121	AA 123	CAL 124	TWA 131	QEA 138	CUB 139	VARIG			BNF 227			PAA 321	AF 328	SAB 329	TWA 331	LUFT 430	BOAC 436	AII 437
12-1 / 12-1-6 =16 202	Typical Terminal Servicing Arrangement	PU [C] C	PU [B] B	[X] SL X	BROCH	BROCH					[X] SL X			[A] SL	BROCH	BROCH	[B] SL B	[X] SL X	PU [X] X	BROCH
12-2 / ✓	Walkways, Access Doors and Inspection Openings - Top View	BROCH			BROCH	BROCH									BROCH	BROCH			PU [X] X	BROCH
12-3 / ✓	Access Doors and Inspection Openings - Bottom View	[B] B			BROCH	BROCH									BROCH	BROCH			PU [X] X	BROCH
12-4	Four Point Refueling Requirements	PU [X] SL X	[X] X	SL	[X] SL X	[X] SL X					[X] SL X			PU [X] SL X	[A] SL A	[X] SL X	[A] SL A	[X] SL X	[X] SL X	[X] SL X
12-5	Cabin Temperature VS Time - Chrysler Air Temperature (22 Ton)	PU [X] SL X	[X] X	[X] SL X	[X] SL X	[X] SL X					[X] SL X			[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X
12-6	Cabin Temperature VS Time - GTCP 185 Pneumatic Cart	PU [X] SL X	[X] X	[X] SL X	[X] SL X	[X] SL X					[X] SL X			[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X
12-7																				
12-8	Typical Terminal Service - Left Side	PU [X] X																		
12-9	Typical Terminal Service - Right Side	PU [X] X																		
12-10	Tire De-Mounting Tool														PU [X] SL X			[X] SL X	[X] SL X	[X] SL X

REV 11-13-57



Control Cabin Windows Location Diagram
Figure 1

$\frac{8}{\cancel{7}}$ - 4683

SE 4951

GinTer 363

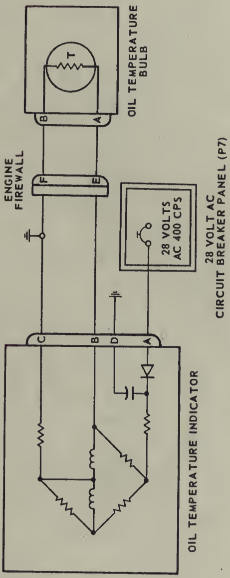
+

Scott Hinkley $\frac{8}{\cancel{7}}$ - 3561

L.E. Buchart

$\frac{125}{2}$ 625

$$5/16 = \begin{array}{r} 250 \\ .625 \\ \hline 3125\text{0} \end{array}$$

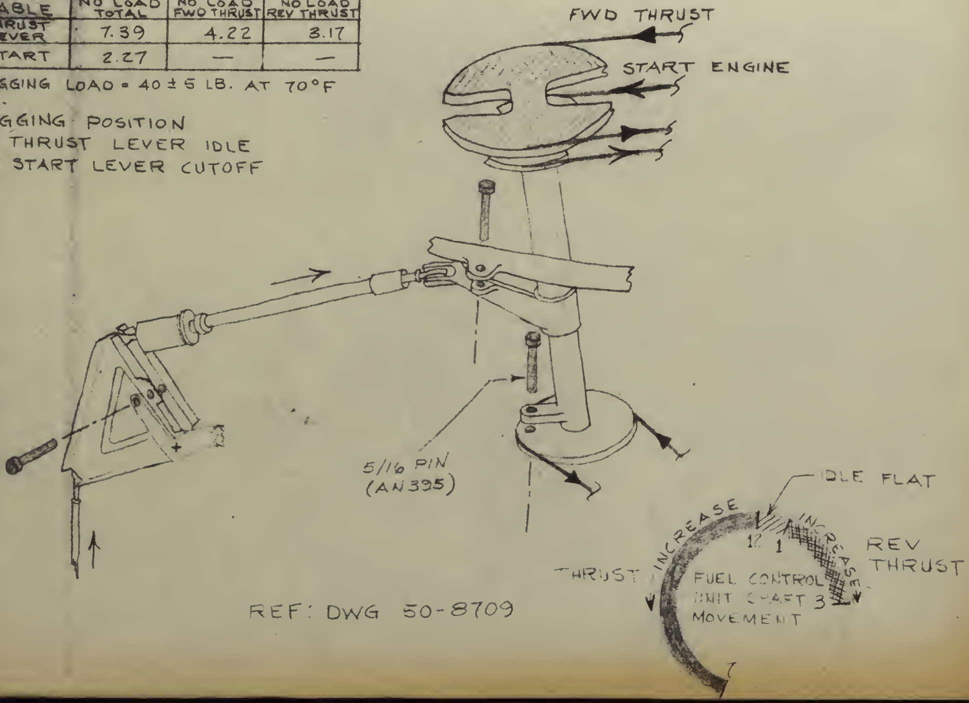


Oil Temperature Indicating System Schematic
Figure 1

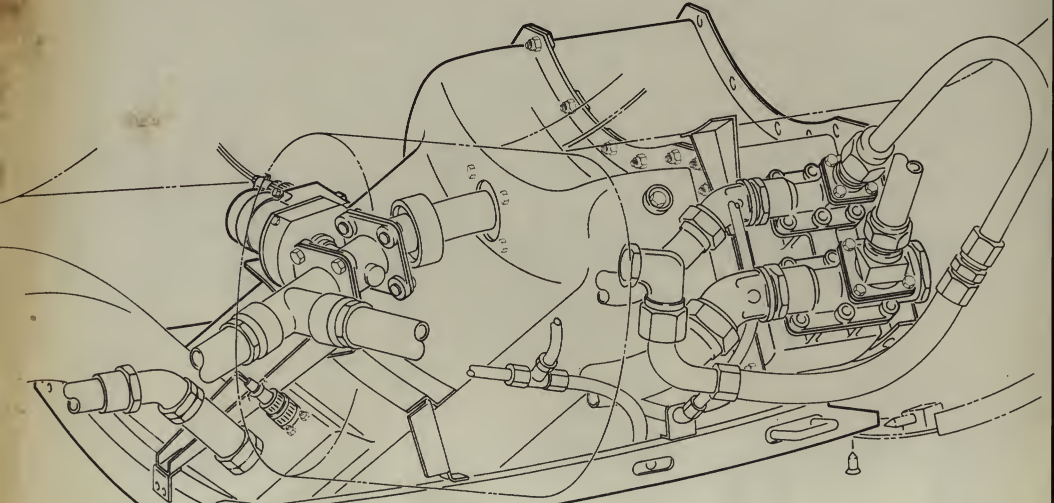
CABLE TRAVEL			
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

RIGGING LOAD = 40 ± 5 LB. AT 70°F

RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF



REF: DWG 50-8709



T-202 79-1-11
OIL COOLER & Tab ASSY INST
2-7-58 G. LEAKE

707 NOT AFFECTED Ed. ~~707 REVIEW REQD~~ NOT PROCESS 8-97

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: COMPLETION OF BASIC DESIGN.

MODEL	KC-135	DWG. REC. CLK	2-16-20-57 RR 6/20/57
DRAFTED	R-MATTESON	1/8/57	RELEASE
CHECKED	H.D. DARTON	1/8/57	B/P GROUP ROHR
STRESS	[signature]	1/9/57	ENGRG REQUESTED
APPROVED	[signature]		
APPROVED	[signature]	1/9/57	PROD. INFO.

	D
ISSUE NO.	PRR 9500
CHG. NO.	
SEC. NO.	76
	55-3121 & ON KC135
CHG. EFF.	

DWG. TITLE INJECTOR VALVE INSTALLATION OIL COOLER

ADCN	DRAWING NO.	SHT.
R-1	50-6381	-

PARTS LIST ZONE	REPLACES	-1	50-6381	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
NEW		✓		1	5140-534-001-10	O'RING (BAC-G10U-10)	C8	PARKER APPLIANCE CO. CLEVELAND, OHIO OR EQUIV				
NEW		✓		1	AN814-10DL	PLUG	C8					
NEW		✓		1	66-2429	CAP	B7					
NEW		✓		4	AN3-5A	BOLT	B7					
~~15~~		~~✓~~	~~✓~~	~~4~~	~~AN363-1032~~	~~NUT SELF LOCKING~~	~~C8~~					
~~26~~			~~✓~~	~~1~~	~~5140-97-17~~	~~GASKET O'RING BAC-G-10T-17~~	~~B7~~					
26		✓	✓	1	5140-97-17	GASKET O'RING (BAC-G-10T-17)	B7					
NEW		✓	✓	4	H10-1032	NUT-HEX, LIGHT WT. (BAC-N10BY-53)	C8		*▷			
NEW		✓	✓	4	H10-428	NUT-HEX, LIGHT WT. (BAC-N10BY-54)	C8		*▷			
16		~~X~~ ✓	~~X~~ ✓	~~8~~ 4 ~~12~~ 8	AN363-428	NUT SELF LOCKING	A7					
NEW		✓	✓	4	AN4-20A	BOLT						
~~13~~		~~✓~~	~~✓~~	~~4~~ ~~8~~	~~AN4-21A~~	~~BOLT~~	~~A7~~					
13			✓	4	AN4-21A	BOLT	A7					

PREPARED ☒ KC-135 ☐ 707 2/5/57
CHECKED BASTOW 2/13/57
APPROV. [signature]
☒☒

CANCELS ADCN 4 & 5

(ADCN 5 ROHR NOT RELEASED)

REASON: TO CORRECT PARTS LIST, ELIMINATE INTERFERENCE WITH BY-PASS, & COMPLETE BASIC DESIGN. (ENGR. ERROR)

REVISE PARTS LIST AS SHOWN ABOVE.

*THIS CHG INCOMPLETE WITHOUT ADCN R-2 ON 50-6381

*▷ THE KAYNAR COMPANY, 820 EAST 16TH ST. LOS ANGELES 21, CALIF. (OR EQUIV).

▷ COMPLETED INSTL SATISFACTORY. PLANNING IN ACCORD. O. P. ITEM.

*ADCN REF. ONLY.

R-232

74-925

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

C-R5 2-7000

8-80 1T

MODEL 707	8/7-10-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE	A ISSUE NO	DUCT INSTL TAI & CAC SYSTEMS OUTBOARD DWG. TITLE STRUT
DRAFTED EARL RILEY	8/7-11-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10747 ~~CHG. NO.~~	ADCN 3 / DRAWING NO 50-8252 / SHT 1
CHECKED 7/1/57	7-11-57 CB B/P GROUP	☐ DEVIATION ☒ VARIATION	74. SEC. NO.	
	AIR CONO. REQUESTED	REASON: TO BRING DRAWING UP TO DATE	1-199	
APPROVED			301-1999 CHG. EFF.	
APPROVED 7-2-7	PROD. INFO.			

ADCN

PARTS LIST ZONE	REPLACES	-1	50-8252	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~A3~~		✓	✓	1	~~65-2016-7~~	~~DUCT-ASSY OF~~	~~C6~~					
	65-2016-7	✓	✓	1	65-2016-12	DUCT-ASSY OF	C6					

CHANGE P/L AS SHOWN ABOVE
IN ZONE A-6 & C-6 CHANGE PICTURE CALL OUT FROM ~~65-2016-7~~ TO 65-2016-12 IN BOTH VIEWS

7/5/57

	WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENTIFICATION	TYPE ENDS	MIN STOCK LGTH
			TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 624 E-R3 2-7000

DISCUSSION

The reported structural defects are most concentrated in areas subject to high jet engine noise levels and jet buffeting, which are the lower surface and trailing edge of the wing. The inboard and outboard ailerons are located in line with the engines, and their control tabs are the most troublesome structural components. This is further substantiated by analyses of AFM 66-1 malfunction and man-hour expenditure rates per square foot of projected structure surface (references c and f). These analyses were based on data from the whole KC-135 fleet.

A previous summary and analysis of the reported structural defects on the 707-100 series airplanes (reference d) shows a marked contrast with the above observation in that no particular areas of malfunction concentration can be discerned. Very few reports of structural defects in areas of high jet engine noise levels were received on the 707, except for honeycomb delamination which will be discussed separately. However, it is felt that malfunctions similar to those reported on the KC-135 are occurring in these areas, but to an extent reduced by the less severe sonic environment on the 707 as follows:

1. Engine noise is attenuated by sound suppressors. This lowers the sound pressure levels on the control surfaces by at least 6 db in the lower frequency ranges that are the most damaging to structure.

2. Take-off and initial climb are usually made at lower EPR settings, and water injection is not so frequently used.

3. Engine running time on the ground is less than on the KC-135 because of differences in procedures. KC-135s are subject to considerable dry and wet trimming and high powered ground engine running during practice alerts.

In addition, many of the malfunctions experienced on the 707 have probably been attributed to normal wear and tear and are not reported after the warranty runs out. It is noteworthy that nearly all of the structural malfunctions on the KC-135 are of a nuisance type which are principally repaired during postflight and periodic inspections. Similarly such minor malfunctions on the 707 are not usually corrected on the flight line, and since they do not usually affect flight scheduling or flight safety are not brought to the attention of the Field Service Engineers and we do not hear of them.

Service experience of about 330,000 fleet hours on the KC-135 has shown that its basic structure, apart from the main landing gear support structure, has been relatively free from major trouble. Initial problems, such as the cracking of splice plates, aft body skin and tailcone, led to design changes or modifications early in the program, and were eliminated before serious hazard or maintenance man-hour expenditure developed. Minor nuisance malfunctions, which account for a good deal of the total maintenance man-hour expenditure, have been generally attributed to engine vibration, noise, and jet buffeting. The latter may be the most important contributor to structural malfunction in the jet wake as high speed films taken during the sonic fatigue test showed heavy racking and buffeting of the inboard ailerons. A decline in the reported honeycomb malfunctions which has been evident for some time is considered to be due to the introduction of nonperforated honeycomb.

Analysis of the 707 service experience (reference d) indicated a marked similarity in honeycomb malfunctions. Honeycomb sandwich construction, particularly the nonperforated type, has demonstrated good sonic fatigue resistance on the 707, on which some control surfaces are known to have exceeded 5,000 hours without malfunction. This is because of its good characteristics for dissipation of sonic energy and resistance to vibration,since it gives a structure with higher natural frequencies than conventional structure (reference h). It is therefore less susceptible to damage in the frequency range of the 150 to 600 cps duo-octave band, in which jet engines have a definite tendency to concentrate more power (reference g).

It should be noted that the effect of various modifications on the malfunction frequency is not separately reflected in the table and figures presented. They deal with the overall malfunctions reported since first delivery.

Prepared by G. P. Kersten
G. P. Kersten

Approved by W. Bruce Dalrymple
W. Bruce Dalrymple

GPK:ah

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C. Distribution of Malfunctions as Related to Sound Pressure Level

Eight different malfunction types have been assigned symbols for identification as shown in the summary table.* Each primary structural malfunction has been indicated by the assigned symbol at its approximate location on Figures 1, 2 and 3 (page 12 and on) which respectively are diagrams of the KC-135 left wing, left stabilizer and vertical fin.

In a more detailed analysis, which is not included for brevity, the malfunctions on the left and right wing and stabilizers were separately plotted, but no significant difference was detected. About 95% of the surface malfunctions (skin cracks, delaminations and loose skin fasteners) occurred on the lower surface. Malfunctions on both left and right wings and horizontal stabilizers are shown on the left hand components on Figures 1 and 2, and no distinction is made between malfunctions occurring on the upper or lower surface; nor are those occurring on interior parts distinguished in any way.

Figures 4, 5 and 6 (page 15 and on) show 25 by 25 inch matrices within the outlines of the wing, horizontal stabilizer and vertical fin, respectively, on which the number of malfunctions occurring in each unit area have been shown. Lines of constant sound pressure level, measured on a static KC-135 at full wet power, are shown on an isometric sketch of the KC-135 on Figure 7 (page 18) and have been superimposed on the matrices.

Figure 4 indicates that structural defects on the wing are heavily concentrated in areas behind the engines where control surfaces are subject to high jet engine noise levels and jet gas buffeting; frequency of occurrence increasing with noise intensity toward the trailing edge. Figures 8 and 9 (pp. 19 and 20) show lines of constant sound pressure level at full wet and dry power, respectively, on the wing lower surface and the relative location of the various control surfaces. These figures show that the wing control surfaces experience approximately a 5 db higher sound pressure level than contigous wing structure at full dry or wet and presumably at all power settings. They also show that aileron tabs are always exposed to the highest sound pressure levels and are by far the most troublesome components of their structure type.

Figures 5 and 6 indicate a fairly constant sound pressure level for a given power setting on all of the empennage and further that structural defects are predominant on the tabs and trailing edges. These components on both empennage and wing are of necessity of light construction, which apparently does not give sufficient resistance to fatigue.

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ENGINEERING SERVICE ANALYSIS RELIABILITY UNIT

Coordination Sheet: 61-5
Date: March 14, 1961
Model: KC-135

To: A. C. Larsen
J. A. Wallen

cc: See Page Nine

Subject: KC-135 Structural Malfunctions and Their Relation to Engine Noise, Vibration and Jet Buffet.

References: See Page Ten

SUMMARY

During nearly four years and 330,000 hours flown by 430 KC-135 aircraft, major structural malfunctions (neglecting the landing gear and its support structure) have been few. They were:

1. Cracking of lower wing to center section splice plates occasioned by rework and fit up stresses from distortion during heat treatment. The change from four to nine splice plates has so far been entirely effective.

2. Cracking of the aft body skin found during the structure endurance test at full wet power, which was overcome by installing two inch wide external circumferential tear stopping and stabilizing bands.

3. Cracking of the forward boost pump support forging has been attributed to stress corrosion caused by residual stresses in the forging, and water acting on machined areas of the forging where the top coating was inadequate. All cracks have occurred at the forward pump position where more water tends to collect. No cracks have occurred on airplane 362 or later, on which the support forging has been given a sealant top coat.

4. Two cases of fatigue cracking of the lower wing skin inboard of number three nacelle which are still under investigation.

The remaining structural malfunctions, while they have been many and man-hour consuming, have been principally of a nuisance type. They were:

1. Honeycomb delaminations caused principally by water freezing inside perforated core honeycomb, and which have been very much reduced by the introduction of nonperforated honeycomb.

2. Control surface hinge wear and cracking, which it is hoped will be overcome by the installation of teflon-lined spherical bearings.

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Date: March 14, 1961
Model: KC-135

To: A. C. Larsen
J. A. Wallen

cc: See Page Nine

Subject: KC-135 Structural Malfunctions and Their Relation to Engine Noise, Vibration and Jet Buffet.

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NOTE:

SUPERIMPOSED CURVES ARE SOUND PRESSURE LEVEL CONTOURS AT FULL WET POWER ON THE KC-135 LOWER WING SURFACE

12 NUMBER OF PRIMARY STRUCTURAL MALFUNCTIONS
UNIT AREA = 25 BY 25 INCHES

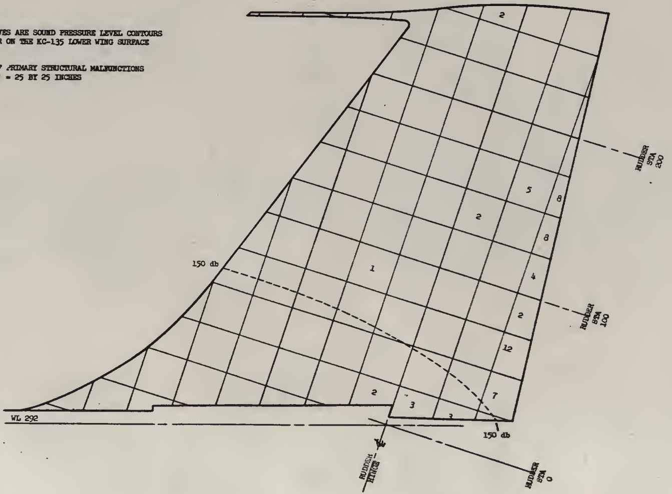

FIGURE 6 - DISPOSITION OF PRIMARY MALFUNCTIONS IN RELATION TO SOUND PRESSURE LEVELS ON KC-135 FIN AND RUDDER

NOTE:

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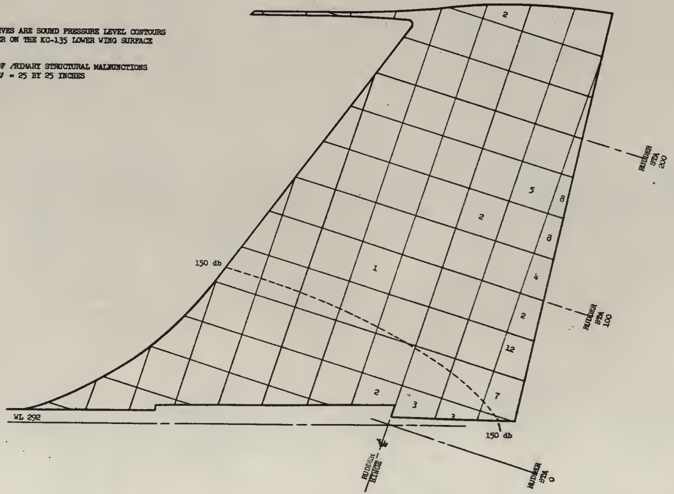

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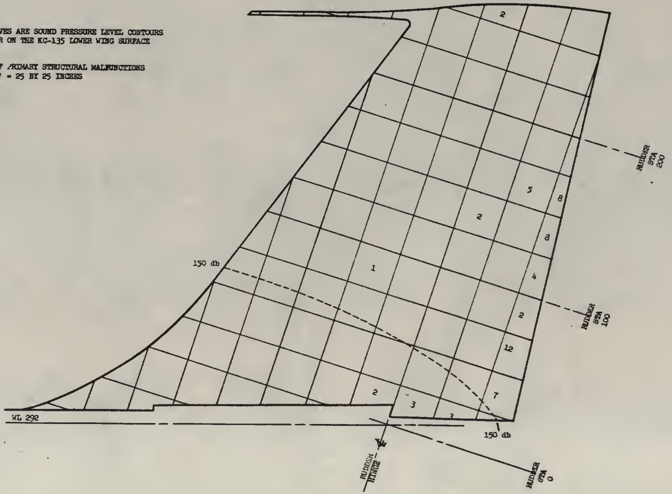

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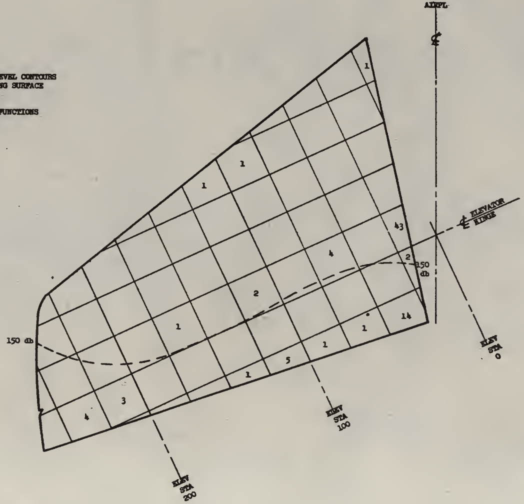

FIGURE 5 - DISPOSITION OF PRIMARY MALFUNCTIONS IN RELATION TO SOUND PRESSURE LEVELS ON KC-135 L & R HORIZONTAL STABILIZER AND ELEVATOR

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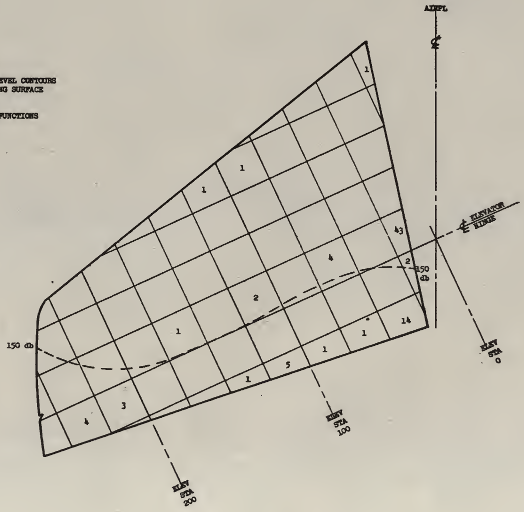

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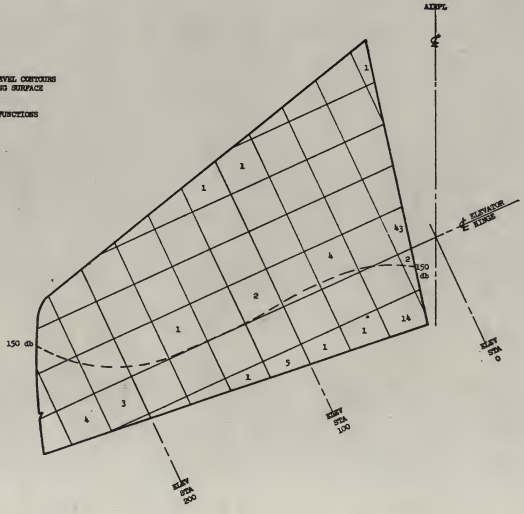

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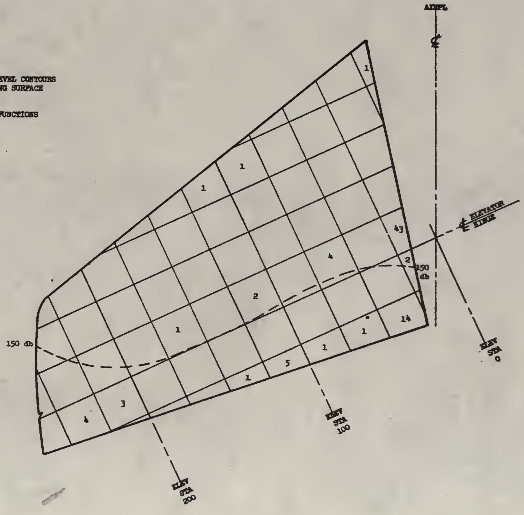

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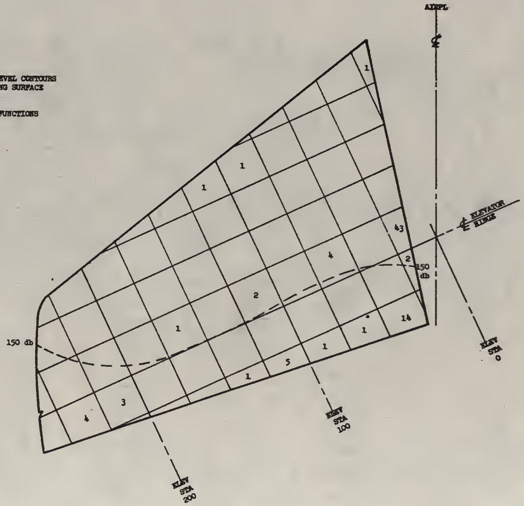

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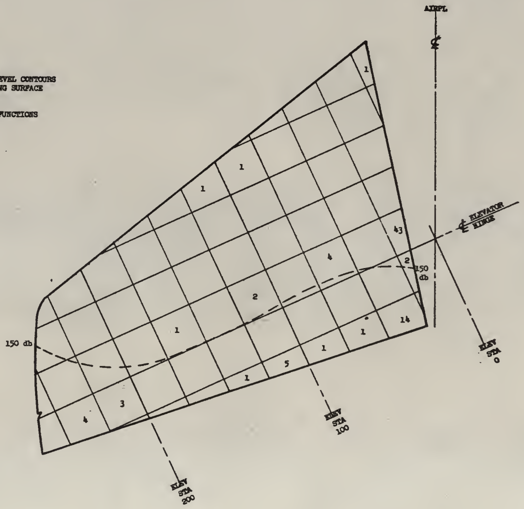

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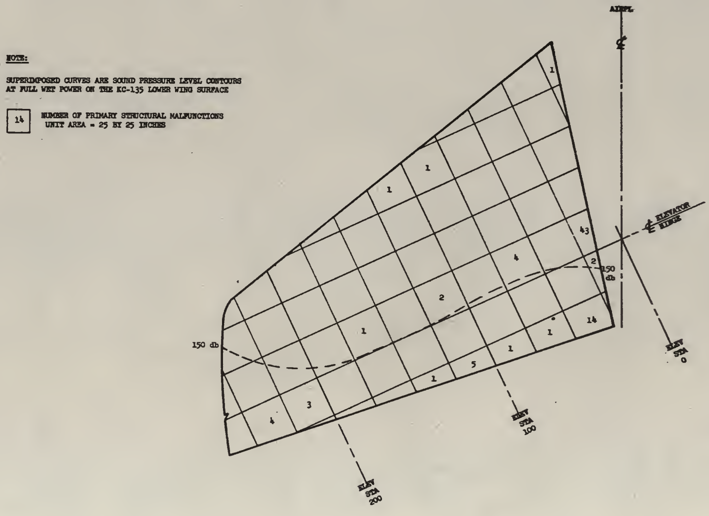

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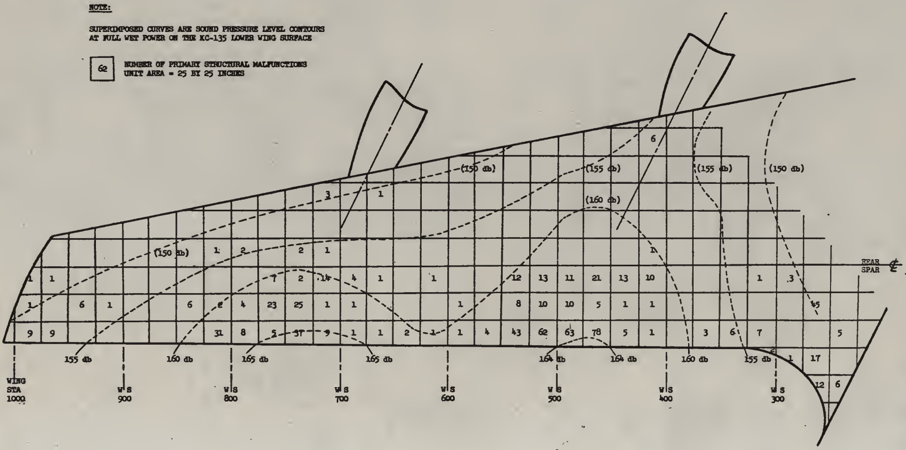
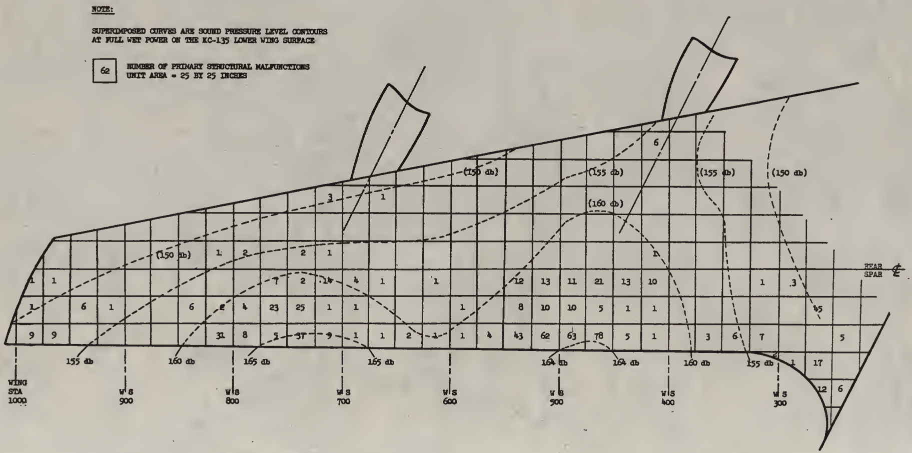


FIGURE 4 - DISPOSITION OF PRIMARY MALFUNCTIONS IN RELATION TO SOUND PRESSURE LEVELS ON KC-135 L & R WING AND CONTROL SURFACES



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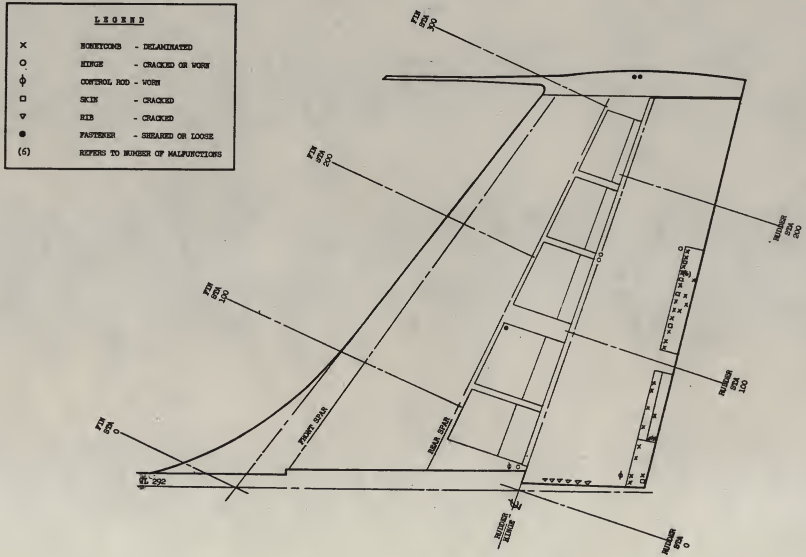
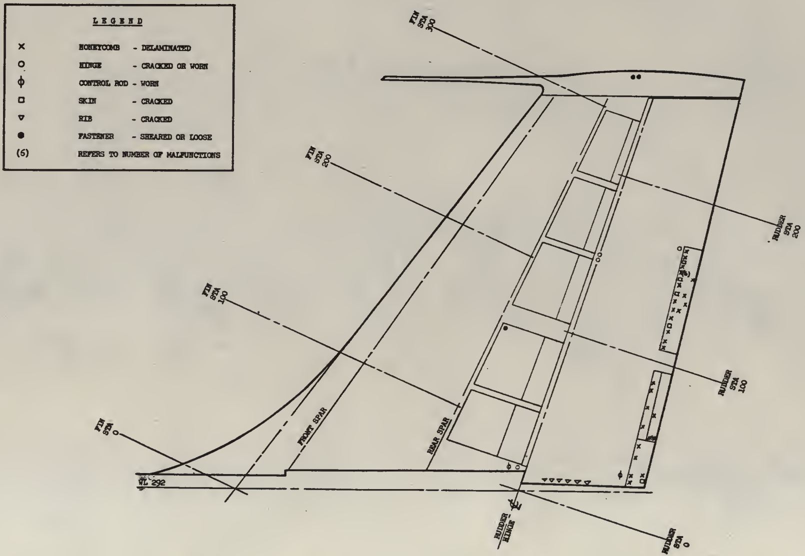


FIGURE 3 - PRIMARY MALFUNCTIONS OF KC-135 FIN AND RUDDER STRUCTURE



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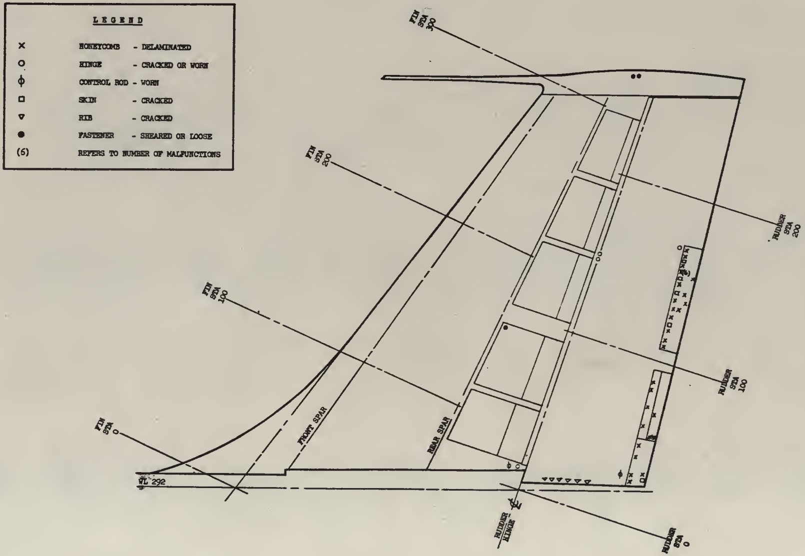

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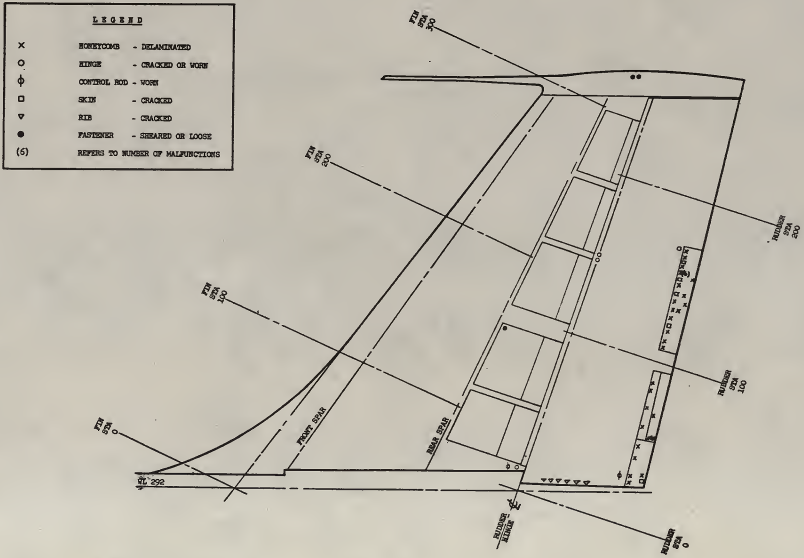

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3. Control push rod bearing wear, loose rivets and bending have caused considerable trouble. The only remedial action has been to increase the rivet size.

4. Cracking of skin, ribs and stiffeners has occurred predominantly in the wing trailing edge and balance bays. About 300 skin cracks reported in the wing leading edge of 50 airplanes were attributed to overdriven rivets.

5. Cracking of component mounting brackets and clamps has been widespread and is considered to be primarily due to engine vibration transmitted by the structure.

6. Loosening of nuts, bolts and screws has been one of the most frequently occurring malfunctions on the KC-135.

CONCLUSIONS

Nuisance structural malfunctions have shown a heavy predominance in control surfaces and their supports which are subject to high sound pressure levels and jet buffet (see Figure 4). Reported structural malfunctions on the 707 are generally less frequent than on the KC-135 and show more dispersion. This is attributed to the relatively greater influence of normal wear and tear in the less severe sonic environment of the 707.

RECOMMENDATIONS

It is recommended that in future designs the major problem of jet buffet and sonic damage should be avoided by mounting the engines so that the jet efflux and the highest SPL's are behind most of the airplane and particularly aft of the control surfaces. The 727 engine mounting seems to approach the ideal in this respect. If other considerations prohibit this, it is recommended that:

1. Detail design of control surfaces and aft fuselage take account of exposure to jet blast and engine noise. Nonperforated honeycomb has given satisfactory service on the 707 and is considered to have good sonic fatigue resistance.

2. Designs of control surface structure be evaluated for sonic fatigue resistance by full scale tests.

3. Research into the mechanism of sonic fatigue be intensified.

4. Laminated construction with viscoelastic inner layer be evaluated for its sonic energy dissipation and resistance to vibration damage.

5. Methods of preventing engine vibration from passing into the airplane structure should be investigated.

6. The design of component mounting brackets and clamps in jet aircraft be further studied for improved vibrational load resistance.

7. The adequacy of nut and bolt locking and tube coupling locking in jet aircraft be improved.

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ANALYSIS

Basic airframe and flight controls malfunctions of a structural or a mechanical nature can be classified as:

1. Primary structural malfunctions, which are considered within the responsibility of the manufacturer and may be of a design, quality control or manufacturing nature.

2. Secondary structural malfunctions, which are those that occurred as a result of related component failure, installation or maintenance error, or foreign object damage.

This analysis covers the primary structural malfunctions reported on the KC-135 wing, rear fuselage and empennage prior to January 1, 1961, which involves about 330,000 flight hours. Secondary malfunctions and malfunctions of the forward and center fuselage, and the landing gear and its support structure are not included. The landing gear malfunctions are adequately covered by reference (b) and such structural malfunctions as occur in the center and forward fuselage appear to be of a random nature and not primarily related to sonic damage.

A. Major Structural Malfunctions

These malfunctions either compromised safety of flight or required extensive maintenamce. The first three are not considered to be related to sonic damage.

1. Lower Wing to Center Section Splice Plate Cracking

The splice at BBL 70.5 was originally a four plate configuration. Distortion during processing made it almost impossible to obtain the desired contour in these long, relatively thin, high heat treat steel plates. In consequence, rework and fit up stresses sometimes caused cracking at the bend radius. Sixteen cracked splice plates of this configuration have been reported, the last in September 1960. A change to eight or nine smaller plates (PRR 4357-5) alleviated manufacturing and assembly difficulties and was effective in airplane 134 and on. No failures have been reported in the modified splice plates, but T.O. 1C-135(K)A-6 still calls for inspection at hourly postflight.

2. Lower Wing Skin Cracking

Two almost identical cracks have been reported in the lower wing skin, one in AF 58-040 at 655 flight hours (June 1960) and one in AF 57-1450 at 1159 flight hours (February 1961). The cracks were about thirteen inches long in a chordwise direction at approximately Wing Station 392, just inboard of the number three nacelle. Cyclic loading caused the crack in AF 58-040, which is shown on Attachment I. It started at a rivet hole and progressed fore and aft stopping at rivets through the front spar, and stringer 15 respectively. First indications are that these were fatigue cracks caused by a stress concentration at the end rivet attaching the skin to the inboard dry bay doubler. A fleet wide inspection to examine affected rivet holes by means of a borescope or other method is under consideration.

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3. Cracking of the Forward Boost Pump Support Forging

Thirty-three cases have been reported which account for four per cent of the Category 3 fuel tank leaks. These cracks have been attributed to stress corrosion caused by residual stresses in the forging, and water acting on machined areas of the forging where the top coating was inadequate. All cracks have occurred at the forward pump position where more water tends to collect. No cracks have occurred on airplane 362 or later, on which the support forging has been given a sealant top coat. On airplane 364 and on, forging surfaces are also shot peened.

4. Aft Body Skin Cracking

The five hour sonic fatigue test at full wet power showed the susceptibility of the aft body skin to noise damage and skin cracks in the aft body were experienced early in service. To improve the resistance to sonic fatigue, two inch wide circumferential straps were installed on the outside aft body between Station 1150 and 1370 (T.O. 778). These straps, which act as tear stoppers and stabilizers, provide fail-safe structure and have eliminated this type of skin cracking.

5. Tailcone Cracking

Extensive cracking of the tailcone magnesium skin was experienced early in the KC-135 program. Redesigned tailcones of fiberglas construction were installed on airplanes 216 and on by PRR 4372-1, and further modification of the tail light bracket and its supporting skin was later necessary because of cracking (PRR 4671-1). Limited information from Field Service and AFM 66-1 reporting indicate that the introduction of fiberglas cones, and repair of old configuration metal cones in accordance with PRR 4372 instructions, have virtually eliminated the basic problem

B. Nuisance Malfunctions

These malfunctions are not considered individually, but are analyzed in terms of their type, frequency of occurrence and location. The reported structural malfunctions are summarized by component and type in the table given on page 11. It is emphasized that these represent reported malfunctions only; what proportion they constitute of malfunctions which have actually occurred is not known. The malfunctions of left and right components have not been separated for this summary as no difference in frequency of occurrence could be discerned. Malfunctions fall into six types as follows:

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This consists of skin separating from the core at the bond line. It is caused by defective bonding and/or water accumulating and freezing in the cells. It occurs almost entirely in perforated cores and only if skin cracks or defective edge seals are present. A detailed analysis

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Honeycomb delaminations represent 14% of the total malfunctions but have shown a steady decline in frequency of occurrence with the progressive introduction of nonperforated honeycomb. A good number of the delaminations were reported as the result of a special inspection (T.O. 703) particularly those on rudder and elevator tabs. Delaminations caused by water accumulating and freezing were virtually eliminated by the introduction of nonperforated cores in the machined edge panels on the trailing edges and tabs. This change was effective in production on airplane 235 and on for most tabs and trailing edges. Perforated honeycomb in these parts on earlier airplanes is being eliminated from the KC-135 fleet through attrition. It should be noted that crushed edge honeycomb panels still have perforated cores. However, crushed edge panels are not as susceptible to delaminations as machined edge panels because of better sealing.

2. <u>Control Surface Hinge Wear and Cracking</u>

The Table, p 11 shows that control surface hinges are the most troublesome item of the structure in that they experienced one third of the total structural malfunctions. Malfunctions of control surface hinges consist of excessive bearing wear, loose or sheared hinge and hinge retainer bolts, and loose or cracked fittings. Inboard aileron tab hinge malfunctions, which are characteristic of hinge problems are depicted in Attachment II. Teflon-lined spherical bearings for the three inboard aileron tab hinges and improved bolt torquing have been introduced to alleviate these troubles. These spherical bearings distribute the load over a larger area which makes them superior to the ball or roller bearings in applications where there is constant vibrational pounding and relatively little rotation. The teflon lining also eliminates the necessity for lubrication.

Sonic vibration, aggravated by jet exhaust buffet, seems to be the underlying cause of these malfunctions and also of worn piano hinge lobes and pin retainers which allow the hinge pin to slide out and pierce the adjoining honeycomb panels. Outboard aileron hinge pin retention was completely revised by PRR 4724 and the aluminum hinge pin retainers on the other tabs were changed to steel.

3. <u>Control Push Rod Wear and Bending</u>

Worn bearings, loose rivets and loose or bent rod ends are the more recurrent problems on control rods and account for 12% of the total reported malfunctions. Actual seizure of eye end bearings and one case of complete rod fracture have been reported.

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Sonic vibration, aggravated by jet exhaust buffet, seems to be the underlying cause of these malfunctions and also of worn piano hinge lobes and pin retainers which allow the hinge pin to slide out and pierce the adjoining honeycomb panels. Outboard aileron hinge pin retention was completely revised by PRR 4724 and the aluminum hinge pin retainers on the other tabs were changed to steel.

3. Control Push Rod Wear and Bending

Worn bearings, loose rivets and loose or bent rod ends are the more recurrent problems on control rods and account for 12% of the total reported malfunctions. Actual seizure of eye end bearings and one case of complete rod fracture have been reported.

The two rivets attaching each rod end to the tube have had a long history of becoming loose and two cases of tube cracking around these rivets have been reported. PRR 4659 increased the diameter of these rivets from 5/32 to 3/16 and is effective on airplane 280 and on. Adjustable rod ends have bent at the thread run out which indicates that a weakness exists. Rolled threads and a generous radius at the change in cross section should be considered to assure good fatigue life for this component whose failure may affect flight safety.

4. Cracking of Skin, Ribs and Stiffeners

Cracked structural components such as skins, ribs and stiffeners represent about 25% of the 850 structural malfunctions reported. Skin and beam cracks in the wing trailing edge and cracks in the ribs of the balance bays and control surfaces are the most prevalent malfunctions of this type. In addition, approximately three hundred wing leading edge skin cracks have been found on about fifty airplanes during a special inspection of the whole fleet. These cracks mostly about 3/8 inch long emanated from rivet holes in a spanwise direction, and were attributed to overdriving the rivets during production. Once the prestress is relieved, further crack extension is not expected and stop drilling of cracks up to 3/4 inch long is permitted. The problem of leading edge skin cracking is further discussed in Attachment III.

5. Cracking of Brackets and Clamps

The relatively few malfunctions of brackets reported represent about 6% of the total structural malfunctions. They have mainly occurred on a brace that is located just above the aft hinge bracket of the outboard landing gear door assembly. Also, the bracket that extends from the aft rib at WBL 129.62 to support the lower wing trailing edge has frequently cracked. Both these brackets have been redesigned.

It should be noted that according to AFM 66-1 cracking of hydraulic tubing and component clamps and mounting brackets have been widespread. Component attachment brackets in most other systems have been similarly affected though to a lesser extent. The latter are considered to be caused primarily by engine vibrations transmitted by the structure. In the case of the hydraulic systems, pressure fluctuations are major contributors to such failures.

6. Sheared or Loose Fasteners

Sheared or loose fasteners occur very frequently, but are usually only reported by Field Service Engineers if they affect airplane safety or during special surveys. An example of the former is the backing out of the nose retention screws of the inboard aileron tab from their helicoil inserts. This has caused tab jamming, and is attributed to excessive vibration as described in Attachment IV. T.O. 915 calls for the application of resin cement to the threads of the aileron tab nose weight

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FIELD SERVICE REPORT

TO: BOEING AIRPLANE COMPANY

SUMMARY ☐

Attn: ☐ Seattle Div. W. S. Supt. Sect. ☒ Transport Div. Eng. Serv. Sect. ☐ P. A. Division Field Service ☐ Wichita Div. Eng. Serv. Sect.

HH
LH

UNCLASSIFIED ☒
CLASSIFIED ☐

SUBJECT: FAS AIR BOTTLE CONTROL VALVE

REFERENCE: Boeing ltr 6-7171-1-12560 dtd 15 June 1960

ROUTING:

ORIGINAL
DRS
GN
UWD WF
OFFICE BASE FILE

CC:
UBK
ULC
FED
UWD
FIELD SERVICE SUBJECT FILE

FILE NO. 040701

Reference requests relative serviceability of two configurations of the subject.

The writer checked work orders and supply records and talked with the engine shop people who are responsible for this valve. There are no records which reveal the particular part number, vendor, etc. of the valves. Further, the shop supervisor did not care to express an opinion regarding the relative merits of the various valves.

It is regretted that the writer cannot supply the requested information, but neither fact nor educated opinion regarding the subject is available.

Dick Geist
KC-135 Representative

DG/de

FILE 040701
KC-135

NAME Dick Geist REPORT NO. C-S AFB 902-69F DATE 27 June 1960
STATION Clinton-Sherman AFB LOCATION Burns Flat, Oklahoma
SUBJECT FAS Air Bottle Control Valve MODEL KC-135
REFERENCES As listed ENCLOSURES None

FSR FSR FSR FSR FSR FSR FSR

E2256-1

~~K~~ HH

~~wPO~~

August 26, 1960
6-7171-1-13217

To: All Field Service Engineers - Investigation

Subject: FAS Air Bottle Control Valve - KC-135

Reference: (a) Letter 6-7171-1-12560, June 15, 1960
(b) Letter 6-7171-1-12840, August 3, 1960

Reference (a) letter requested an investigation of the Part Number 38E13-8A (Bendix) versus the Part Number 840 891 (Kidde) and the Part Number 38E13-3A (Bendix) subject valves. The Part Number 38E-13-8A is installed in production on airplanes 59-1443 and on and is also supplied through spares.

Reference (b) summarized the results of the investigation which was inconclusive.

At the last weapon system phasing meeting, August 11, 1960, BAC was committed to further evaluation of the Part Number 38E13-8A (Bendix) valve. You are therefore requested to monitor the performance of these valves until further notice and report failure data i.e. part number and reason (if known) to this office. The difficulties of obtaining this type of information are fully realized and your efforts in obtaining this type of data will be appreciated.

Glen Nickerson
D. R. Seibel
for

File: 0106-01
040701

S

cc: W. B. Dalrymple
W. B. Kuse
H. D. Cameron
C. A. Carlson

JCH/frs

74-22

June 13, 1960
6-7171-1-12559

HH
LH

To: W. J. Groseclose - Oklahoma City

Subject: FAS Air Bottle Control Valve, KC-135

Reference: T.O. 1C-135(K)A-10, Figure 4-22, item 25

Project has requested the following information on FAS Air Bottle Control Valves, part numbers 38813-8A (Bendix) Federal Stock Number 2995-766-0065, 38813-3A (Bendix) Federal Stock Number 4814-1650-512-1530, and 81091 (Kidde) Federal Stock Number 1650-511-5286; returned to depot for overhaul:

(1) Quantity of each valve returned for overhaul.

(2) Reason for return of each valve.

After acquiring above information please reply as soon as possible but no later than 27 June 1960.

Glen Wilkinson
D. R. Seibel

File 040701

WCS/njh

cc: W. B. Dalrymple
W. H. Kuse
H. D. Cameron

FIELD SERVICE REPORT

TO: BOEING AIRPLANE COMPANY

~~FGB~~ HH LH

SUMMARY ☐

Attn: ☐ Seattle Div. W. S. Supt. Sect. ☒ Transport Div. Eng. Serv. Sect. ☐ P. A. Division Field Service ☐ Wichita Div. Eng. Serv. Sect.

SUBJECT: FAS Air Bottle Control Valve, KC-135

UNCLASSIFIED ☒

CLASSIFIED ☐

Ref: 6-7171-1-12560 dated June 15, 1960

ROUTING: Reference requested information on failures of the subject.

ORIGINAL

OFFICE BASE FILE

CC:

FIELD SERVICE SUBJECT FILE

FILE NO.

Failures of the subject are not recorded by part number. It could be assumed, however, that almost all of the failures at this activity are of the old type valves. The following is a list of the work orders on the subject for the last six months. It is the only information available.

Note: No comment after the airplane number means that the valve was replaced.

Date	A/P	Remarks
4 Dec	3658	Tightened relief valve
11 Dec	1483	
20 Dec	1456	
28 Dec	084	
29 Dec	084	Replaced seals
6 Jan	1442	
12 Jan	1459	
15 Jan	1462	
19 Jan	1479	Replaced gage
20 Jan	1464	Adjusted "T" handle
20 Jan	1477	Adjusted "T" handle
22 Jan	1462	Adjusted "T" handle
28 Jan	1479	
2 Feb	1442	Adjusted "T" handle
3 Feb	1485	
4 Feb	1474	Adjusted "T" handle
10 March	1483	Tightened relief valve
15 March	084	
19 March	1483	
22 March	1445	
23 March	1428	Replaced seals and packing
25 March	1453	
13 April	084	Adjusted relief valve
26 April	1418	
28 April	1471	
6 May	3658	
12 May	1471	
20 May	1473	

NAME Robert Brian REPORT NO. AAFB-96-276F DATE 22 June 60

STATION Altus AFB, LOCATION, Oklahoma

SUBJECT FAS Air Bottle Control Valve MODEL KC-135

REFERENCES ENCLOSURES

FSR FSR FSR FSR FSR FSR FSR

E2256-1

SUPPLEMENTARY SHEET

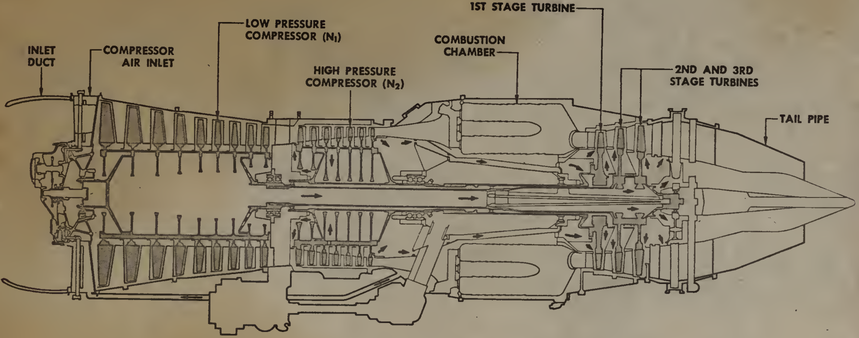
Date	A/P	Remarks
24 May	1453	Tightened B nut
2 June	1471	
12 June	1468	Replaced gage
13 June	1477	
14 June	1468	

RB:mm

Robert Brian
Robert Brian

REPORT AAFB-96-276F
SHT 2 OF 2

FSR FSR FSR FSR FSR FSR FSR



707-121

ENGINE INTERNAL ARRANGEMENT

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

TO: ☐ SEATTLE DIVISION ENGINEERING SERVICE SECTION | ☐ PILOTLESS AIRCRAFT DIV. FIELD OPERATIONS DEPT. | ☐ WICHITA DIVISION ENGINEERING SERVICE SECTION | ☒ TRANSPORT DIVISION ENGINEERING SERVICE SECTION

CLASSIFIED ☐ UNCLASSIFIED ☒

SUBJECT: FAS Air Bottle Control Valve

Reference: 6-7171-1-12560, dated 15 June 1960

ROUTING:

Information requested by reference letter, follows:

1. There have been 5 of the subject valves replaced and routed through the pneumatic shop since 1 January 1960. Perhaps there have been other valves replaced during TBY operations and maybe several on the line that did not go through the FM shop. All 5 recorde d failures were Kidde, P/N 840891.

2. The two most frequent reasons for failure are the relief valve leaks and the gauge is inoperative.

3. There are only two of the Bendix 38E13-8A valves presently in service here and not enough available service experience to compare the relative service merits of the different valve configuations. The -8A valves have been on the aircraft only about two months.

ORIGINAL

OFFICE BASE FILE

CC:

SERVICE DEPT SUBJECT FILE

R. S Needy

R.S. Needy

135

File: 040701

NAME	R.S. Needy	REPORT NO. RAFB-72-98	DATE 22 June 60
STATION	Ramey AFB	LOCATION Puerto Rico	
SUBJECT	FAS Air Bottle Control Valve		MODEL KC-135
REFERENCES	Noted Above	ENCLOSURES	

FSR FSR FSR FSR FSR FSR FSR

CHAPTER 10

PARKING AND MOORING

TABLE OF CONTENTS

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

TO: SEATTLE DIVISION ENGINEERING SERVICE SECTION ☐ | PILOTLESS AIRCRAFT DIV. FIELD OPERATIONS DEPT. ☐ | WICHITA DIVISION ENGINEERING SERVICE SECTION ☐ | TRANSPORT DIVISION ENGINEERING SERVICE SECTION ☒

CLASSIFIED ☐ UNCLASSIFIED ☒

SUBJECT: FAS Air Bottle Control Valve KC-135.

ROUTING:

With reference to 6-7171-12560 6/15/60 and TWX 12863 the following is submitted:

Supply records are not necessarily correct, as such, they indicate (7) seven P/N 840891 valves and (1) one 38E13-8A valve consumed at BAFB. This record and opinion of flight line personnel indicate the improved valve is relatively trouble free compared to the earlier model Walter Kidde valve.

John H. Pritt
Field Service Engineer

ORIGINAL

OFFICE BASE FILE

CC

SERVICE DEPT. SUBJECT FILE

0407

FILE

KC 135

NAME John H. Pritt REPORT NO. BAFB 913ARS-116F DATE 21 July 1960
STATION Barksdale AFB LOCATION Shreveport, Louisiana
SUBJECT FAS Air Bottle Control Valve, KC-135. MODEL KC-135
REFERENCES ENCLOSURES

LEC/NO

FSR FSR FSR FSR FSR FSR FSR

BAC 1264-R3 6-7000

FIELD SERVICE REPORT

HH
CH

TO: BOEING AIRPLANE COMPANY

SUMMARY [ ]

Attn: [X] Seattle Div. W. S. Supt. Sect. [ ] Transport Div. Eng. Serv. Sect. [ ] P. A. Division Field Service [ ] Wichita Div. Eng. Serv. Sect.

SUBJECT: FAS Bottle Control Valve

UNCLASSIFIED [X]
CLASSIFIED [ ]

ROUTING:

ORIGINAL
DAT
AN
W HD - Info
OFFICE BASE FILE

CC:
W-PK
HC
DC
WBD
HD
FIELD SERVICE SUBJECT FILE

There are no records at this base that have the information correlating subject P/N's and failure data as desired in reference (a).

A survey of the fleet here indicates that 75% of the valves installed now are the Kiddie valve P/N 840891 and 25% are the Bendix 38E 13-8A valve.

Hearsay information indicates that there were several failures last winter mostly on the Bendix valve (believed to be the -3A type). Usual cause for failure was forcing of "T" handle when frozen and resulted in leakage.

Spares that are received for replacements have been mostly Kiddie valves.

Craig E. McCreary

Craig E. McCreary
Field Service Engineer

FILE NO.
040701
CEM:jtm

FILE 040701
35

NAME	Craig E. McCreary	REPORT NO.	FAFB-92-125F	DATE	22 July 1960
LOCATION	Fairchild AFB	LOCATION	Spokane, Washington		
SUBJECT	FAS Bottle Control Valve			MODEL	KC-135
REFERENCES	(a) 67171-1-12560 dtd 15 June 1960	ENCLOSURES	None		

LEC / NO

FSR FSR FSR FSR FSR FSR FSR

E2256-1

FIELD SERVICE REPORT

TO: BOEING AIRPLANE COMPANY

HH ~~CH~~

SUMMARY ☐

Attn:

☐ Seattle Div. W. S. Supt. Sect.
☒ Transport Div. Eng. Serv. Sect.
☐ P. A. Division Field Service
☐ Wichita Div. Eng. Serv. Sect.

SUBJECT: FAS Air Bottle Control Valve

UNCLASSIFIED ☒

CLASSIFIED ☐

Reference: (a) 6-7171-1-12560, dated June 15, 1960
(b) 12863 (TWX), received July 21, 1960

ROUTING:

ORIGINAL

OFFICE BASE FILE

WPL

FIELD SERVICE SUBJECT FILE

FILE NO.

0106-01
040701

Maintenance personnel have been questioned concerning the reliability of the subject FAS air bottle control valves. The consensus of opinion is that the valves are considered to be not unreliable in service and that the rate of rejections does not cause concern.

Failures recollected mainly centered upon air leakage; only one instance of failure to operate was remembered. The valve types were not recorded.

The following information on valve consumption has been obtained from Base Supply:

840891 Kidde (4890-1650-511-5286)	-	8 issued
38E13-3A Bendix (2995-633-2239)	-	2 issued
38E13-8A Bendix (1650-512-1530)	-	0 issued

Supply records cover the past six month period only.
No record of failure receipts by type could be obtained.

NAME Peter F. Sanders REPORT NO. SJAFB-911-139F DATE 21 July 1960
STATION Seymour Johnson AFB LOCATION Goldsboro, North Carolina
SUBJECT FAS Air Bottle Control Valve MODEL KC-135A
REFERENCES Noted ENCLOSURES None

FSR FSR FSR FSR FSR FSR FSR

E2256 1

FIELD SERVICE REPORT
BOEING AIRPLANE COMPANY

TO: SEATTLE DIVISION ☐ ENGINEERING SERVICE SECTION | PILOTLESS AIRCRAFT ☐ DIV. FIELD OPERATIONS DEPT. | WICHITA DIVISION ☐ ENGINEERING SERVICE SECTION | TRANSPORT DIVISION X ENGINEERING SERVICE SECTION

CLASSIFIED ☐ UNCLASSIFIED X

SUBJECT: **FAS Air Bottle Control Valves**

HH
LH

Ref: Ltr. 6-7171-4-12560 dated 6-15-60

ROUTING:

ORIGINAL
D. A.S.
OFFICE BASE FILE

CC:
SERVICE DEPT. SUBJECT FILE

040701

It has been impossible to monitor the types and number of subject valve failures according to part number. However, the main failures have been with improperly indicating and/or loose gages and with valves relieving the air bottle down from 3000 psi. The gage has been the most frequent discrepancy. The only information regarding service life is that the new type gage appears to be more reliable.

D. M. Shake

D. M. Shake

NAME D. M. Shake REPORT NO. WKAFB-6ARS-90F DATE 6-27-60
STATION Walker AFB LOCATION Roswell, N.M.
SUBJECT FAS Air Bottle Control Valves MODEL KC-135
REFERENCES Noted Above ENCLOSURES

FSR FSR FSR FSR FSR FSR FSR

TD 1264-R3 6-7000

70/info

W/O/B

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

HH LH

TO: ENGINEERING SERVICE DEPARTMENT

SEATTLE [X] WICHITA [ ]

SUBJECT: FAS Air Bottle Control Valve

CLASSIFIED [ ] UNCLASSIFIED [X]

ROUTING:

ORIGINAL
DRS
GN
WND – WEO
OFFICE BASE FILE

CC:
WBX
WOC
EED
WBD
SERVICE DEPT. SUBJECT FILE

Please be referred to your letter 6-7171-1-12560 dated June 15, 1960.

The subject valves are listed under the following Federal Stock Numbers:

Kidde, Part # 840891, Federal Stock # 1650-511-5286
Bendix, Part # 38E13-3A, Federal Stock # 1650-512-1530
Bendix, Part # 38E13-8A, Federal Stock # 1AFL-1650-633-2239

The following information is based on the above listed Federal Stock Numbers. Since January 1, 1960 the following quantity of the subject valves were issued to maintain the fleet and any transient airplane: (KC-135)

Kidde, Part # 840891	17
Bendix, Part # 38E13-3A	1
Bendix, Part # 38E13-8A	3

The reason for the predominance of the Kidde valves is that most the crew-chiefs will not request and accept either of the Bendix valves as so much difficulties are experienced with them. The majority of the difficulties consist of the valve leaking. To a much lesser degree some trouble is also experienced with the solenoid.

This far the information may make sense, however, as these valves are not repairable at this station they are to be sent to OCAMA for overhaul whenever they fail. In order to determine how many of each of these failed since January 1, 1960 first Air Force personnel and then the writer (as he did not believe it) checked the lists of repairable material sent out of Castle since January 1, 1960. These lists show only two Kidde valves and none of either of the Bendix valves. Even if one assumes that some of the valves withdrawn from supply were taken on TDY airplanes as spares and replaced while the airplane was away from Castle this cannot explain the 19 apparently missing valves. The writer is not able to explain this discrepancy.

FILE C1101701 KC-135

Paul Ribanyi

Paul Ribanyi

NAME Paul Ribanyi REPORT NO. CAFB-OES-131F DATE June 20, 1960
STATION Castle AFB LOCATION Merced, California
SUBJECT FAS Air Bottle Control Valve MODEL KC-135
REFERENCES 6-7171-1-12560, 6.15.1960 ENCLOSURES None

LEC/WO

FSR FSR FSR FSR FSR FSR FSR

BAC 1264-R2 2-7000

FIELD SERVICE REPORT
BOEING AIRPLANE COMPANY

WBD -

TO: ENGINEERING SERVICE DEPARTMENT

HH

SEATTLE ☐ WICHITA ☐ Renton x

LH ~~KM~~

SUBJECT: FAS Air Bottle Ground Cart

CLASSIFIED ☐ UNCLASSIFIED ☒

ROUTING:

ORIGINAL
DRS
GN
WBD - INFO
OFFICE BASE FILE

CC
CAC
WBH
COM
OBB
EED
WBD
SERVICE DEPT. SUBJECT FILE

Per ref (b) and (c) the 5 enclosed photos are sent to amplify information in ref (a) and for possible use in BFSN. Note that a relief valve adjusted to relieve at 3125 psi is installed on manifold. This particular vlave cracks at 3125 and reseats at 3000. The four 3/8 inch T'S on the manifold were used as two 1/4 inch crosses were not available. The two crosses would simplify the manifold considerably.

Craig E McCreary

Craig E. McCreary
Field Service Engineer

File: C4070I
CEM:jtm

FILE CH0701
KC-135

NAME	Craig E. McCreary	REPORT NO.	FAFB-92-106F	DATE	6-20-60
STATION	Fairchild AFB	LOCATION	Spokane, Washington		
SUBJECT	FAS Air B ttle Ground Cart			MODEL	KC-135
REFERENCES	(a) FAFB-92-87F dtd 5/25/60	ENCLOSURES	five photos of Ground Cart (2 sets)		
	(b) FAFB-92-99F dtd 6/14/60 (c) Memo from D.R.Seibel dtd 6/13/60				

FSR FSR FSR FSR FSR FSR FSR

BAC 1264-R2 2-7000

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

HH
LH

TO: ENGINEERING SERVICE DEPARTMENT

SEATTLE ☐ WICHITA ☐ Transport Division

SUBJECT: FAS AIR BOTTLE CONTROL VALVE

CLASSIFIED ☐ UNCLASSIFIED ☒

ROUTING:

ORIGINAL
OFFICE BASE FILE
CC
SERVICE DEPT. SUBJECT FILE

Reference: Memo 6-7171-1-12560 dated 15 June 60

A reliability survey of the subject revealed that 24 valve and gage assemblies have been replaced since January. Fleet hours accumulated during this time period are 3035. Available records do not indicate which valve failed (Kidde 840891 or Bendix 38E13-3A). Pneudraulic Shop personnel do recall one occasion where 3 of the Bendix valves were installed new and relieved at air pressures of 2500 PSI and lower. Pneudraulic personnel feel that the Kidde valve is more reliable than the Bendix valve. However, the Bendix gage is considered more reliable than the Kidde gage. Typical discrepancies against the valve and gage assembly are:

(1) Gage sticking, erratic or wrong - 5 cases;

(2) Valve leak at T-Handle - 10 cases;

(3) Relieves early - 3 cases;

(4) Leaks at gage - 1 case.

Undersigned knows of at least two instances where fuel air starter compressors were changed based on readings from improperly operating FAS air bottle gages. It is considered mandatory at this activity to check the bottle gage against MC-1 compressor gage when servicing the bottle from a ground cart.

File No.

0407

Robert G. Tucker

Robert G. Tucker
Field Service Engineer

NAME Robert G. Tucker/bs REPORT NO. GAFB-41-135F DATE 6-24-60
STATION Griffiss AFB 4039 Strat Wing LOCATION Rome, New York
SUBJECT FAS Air Bottle Control Valve MODEL KC-135
REFERENCES Noted Above ENCLOSURES

BAC 1264-R2 FSR FSR FSR FSR FSR FSR FSR 2-7000

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

HH
4H

TO: SEATTLE DIVISION ENGINEERING SERVICE SECTION [ ] | PILOTLESS AIRCRAFT DIV. FIELD OPERATIONS DEPT. [ ] | WICHITA DIVISION ENGINEERING SERVICE SECTION [ ] | TRANSPORT DIVISION ENGINEERING SERVICE SECTION [x]

SUBJECT: FAS AIR BOTTLE CONTROL VALVE, KC-135 INVESTIGATION REPLY

CLASSIFIED [ ] UNCLASSIFIED [x]

ROUTING:

ORIGINAL

OFFICE BASE FILE

CC:

SERVICE DEPT. SUBJECT FILE

040701

Reference (a) letter requested a survey of the service record of the Bendix 38E13-8A subject valve versus the old types Bendix 38E13-3A and Kidde 840891. The -8A valve is installed on airplanes 59-1443 and on.

This activity has no 59 airplanes. A spot check of several planes by the undersigned indicates that only the old types are installed. The -8A valve does not appear to be in supply channels as yet, so no comparison as to serviceability is available.

A check of records shows that three valves were changed in the past six months, P/N unknown,; one for leakage and two for electrical malfunction (no details available).

The undersigned believes that in addition to the above, several valves have been changed by crew chiefs on the line, no records are kept of these changes and details are difficult to obtain.

In general, the concensus is that the valves do not present a problem and that consumption is reasonable.

J. C. Huebner

J. C. Huebner

JCH:jjf

FILE

NAME	J. Christopher Huebner	REPORT NO.	WAFB-4050-101F	DATE	24 Jun 60
STATION	Westover AFB	LOCATION	Chicopee Falls, Mass.		
SUBJECT	FAS Air Bottle Control Valve			MODEL	KC-135
REFERENCES	Ref. (a) Letter 6-7171-1-12560 dtd 15 Jun 60	ENCLOSURES	none		

FSR FSR FSR FSR FSR FSR FSR

BAC 1264-R3 6-7000

G. Aircraft on routine training mission.

H Twenty minutes after take-off the number 4 engine fire warning light came on. Engine was throttled back and after approximately two minutes was shutdown. Fire switch was actuated but light remained on. No visible evidence of fire landing was accomplished without incident.

J. Lead repaired and reinstalled. System checked satisfactorily.

CONTRACTOR'S REPLY

Reference TWX noted that the above unsatisfactory condition had been caused by damage inflicted during removal and installation of cowling and ~~suggest~~ suggested providing a protective cover for this detector and connecting wire.

The existing fire detector installation provides protective covering for all wiring except approximately one inch at the detector attaching point. However, reasonable care is still required during installation and removal of engine cowling to avoid damage to the fire detector and other installations. Subject UR is the only report to the Contractor of damage to the detector wiring from installation and removal of cowling. Modification to provide added protection is not considered warranted at this time.

The above is considered to complete the Contractor's action on this project.

19

U.S. AIR FORCE
BOEING SEATTLE WASH

JAN 20 1 2 PM '61

RECEIVED
TRANSPORT DIV.
ENGINEERING DEPT.
JAN 24 4 12 PM '61

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R 202103Z

FM OCAMA REP OFC AFPR BOEING SEATTLE WASH

TO RJESBA/MOAMA BROOKLEY AFB ALA

INFO RJEDSQ/AMC ASC WPAFB OHIO

RJEDSQ/WADD WPAFB OHIO

RJWFNK/OCAMA TINKER AFB OKLA

RJWXBR/CINC SAC OFFUTT AFB NEBR

RJWZJM/93BW CASTLE AFB CALIF

RJWZNFOTIG USAF NORTON AFB CALIF

AF GRNC

BT

EDITNo = 70451 ~~RES~~
(FILE-0416)

UNCLAS FROM OCNCSQ-5-1-114-E ACTION FOR MOAMAMONNSA.

INFO FOR AMC ASC/LMSJ, WADD/WWZSK, OCAMA/OCNC, OCNSI & WWDPESC,

SAC/DM4B2 AND OTIG/AFCDI-2, 932/DCM.

UBJ: EUR SSN 932-61-3, SOLAR APU, SEAL FAILURE, KC-135 ACFT.

OUR OFFICE HAS RECEIVED AN INFORMATION COPY OF SUBJECT IM PROBLEM UNSATISFACTORY REPORT, WHICH WAS SUBMITTED TO YOUR ORGANIZATION FOR INVESTIGATION AND NECESSARY ACTION IN ACCORDANCE WITH T O 00-35D-54, PAGE 2-5, PARA 2-36, DATED 1 APR 60. IF RESULTS OF YOUR PRELIMINARY INVESTIGATION INDICATE THAT THE MALFUNCTION WAS ATTRIBUTED TO, OR ASSOCIATED WITH, AN INSTALLATION PROBLEM,

REQUEST THIS OFFICE BE NOTIFIED IN ORDER TO PROCURE EXHIBIT, IF REQUIRED, AND TAKE NECESSARY ACTION TO RESOLVE UNSATISFACTORY CONDITION. OCAMA REPRESENTATIVE OFFICE IS AVAILABLE TO ASSIST IN ANY PROBLEM AREA ENCOUNTERED

BT

20/2118Z JAN RJWZDMB

NNNNO

74-22

AMC AERONAUTICAL SYSTEMS CENTER
UNITED STATES AIR FORCE
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

RECEIVED TRANSPORT DIVISION
FEB 1 1 10 PM '61
CONTRACT ADM.

TRANSPORT DIV. ENGINEERING DEPT
FEB
JAN 24 1961

REPLY TO ATTN OF: MSJ-1-502/File: R&D 7-2-3

SUBJECT: Contract AF33(600)-41979, Model KC-135 Airplane, Engine Tachometer - Generator, Type GEU-7/A, AERNO 61-8732

TO: Boeing Airplane Company
Transport Division
Renton, Washington

THRU: Air Force Plant Representative
Boeing Airplane Company
Seattle 24, Washington

To:	Boeing Airplane Co.
From:	AF Plant Rep.
For:	Action
	Info
	Info.
Sent by	
Date	
Suspense Date	

ROUTING
EE DUFF
KG BAHRENBURG
DD MASON
HS HIATT

KC-135 FILE

DISTRIBUTION
KG BAHRENBURG - ACTION
HH HOWELL
RM MORGAN
WE MORTLOCK
WB DALRYMPLE

1. Reference is made to the following:

a. Boeing letter 6-7210-12403 (CS-4-7) dated 27 October 1960.

b. AMC/ASC letter MSJ-9-921 dated 30 September 1960.

2. The reference a. letter recommends that the change from MD-6 to GEU-7/A type tachometer-generator be made effective on an either/or basis on all KC-135's from (30) AF56-3591 and on. This Center concurs in the recommendation and approves the change by miscellaneous ECP to the Model Specification D-15441 as stated in paragraph 3 of the reference a. letter. It should be noted, however, that the AERNO 61-8732, GEU-7/A tachometer-generator is equally suitable for the first 29 KC-135's for spares purposes.

3. The reference b. letter authorized the change to the GEU-7/A tachometer generator effective with the 493rd production KC-135. The letter also stated that the Contractor was authorized to reject any GEU-7/A's manufactured by Globe Industries on the basis that they were never qualified. Since that time Globe has incorporated several minor improvements in their article and has incorporated ECP R-1 which stakes the stator to keep it from rotating. Although the Globe unit is not yet on the Qualified Products List the improvements and modifications are expected to provide an acceptable article. The previous instructions to reject Globe units are therefore rescinded. The Contractor may accept Globe GEU-7/A's for KC-135 installation provided the units have had ECP R-1 accomplished either in production or by retrofit.

4. Globe GEU-7/A tachometer generators which have been modified in accordance with ECP-R-1 can be identified by the small hole which was drilled in the case forward of the multi-pin connector for insertion of the ball bearing that stakes the stator. Production units also have marking on the packaging, both individual and external packaging containing several units, indicating that ECP R-1 was incorporated.

Original to: File
Copies to: PCH
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5. It is expected that Boeing will not normally receive Globe units for FY 61 production airplanes. The units delivered will probably be new procurement from one of the three qualified sources. However, it is possible that production quantities may include some Globe units if existing supplies preclude the necessity for new procurement. Some Globe units may also be delivered as spares.

FOR THE COMMANDER:

Edward L. Brady

EDWARD L. BRADY
Lt. Colonel, USAF
Chief, Tanker WSPO
Directorate of Strategic Systems

Copies to:
SAC (DM4E)
B-52/KC-135 CES, Castle AFB, Calif
MAMA (MANTSE)
OCAMA (OCNU)

719

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U.S. AIR FORCE BOEING SEATTLE, WASH JAN 23 12 PM '61

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INFO RJWFNK/OCAMA TINKER AFB

RJWZNF/OTIG NORTON AFB

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R

EED KCB DOM HFH WEMORTLOCK WBO

RECEIVED TRANSPORT DIV. ENGINEERING DEPT. FEB 2 10 14 AM '61

UNCLAS FROM DCMQC 0193.

IMMEDIATE ACTION REQUIRED. SUBJECT:SEMERGENCY UNSATISFACTORY REPORT. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH SECTION II,T.O. 00-35D-54.

HH

~~DGH~~

~~WHD~~

A. 4042SW 61-1. CRITICAL SAFTY HAZARD.

B. 186059 SERIAL NUMBER

C. 330403-21 MANUFACTURERS PART NO.

D. AJA4 FUEL CONTROL (BENDIX)

E. KC-135A 59-1497

F. NONE

UH

PAGE TWO RJEBHB 2

1189

G. FUEL NCTED LEAKING IN VICINITY OF THETDTER RESET AND MAX.

;Ø33$ -$'9&,8,& 978,&&. IT APPEARS THAT PISTON RING SEAL-81

OR PREFORMED PACKING -82 AND -84 ARE DISCREPANT ALLOWING BCDY

FUEL TO LEAK FAST INTO THE WATER RESET HOUSING -1Ø1 DISCIPING

THROUGH VENZ HOLES IN THE HCUSING AND ARCUND SCJEW ASSYS -42

AND -43 THRU TUBES -39. T.O. REF. 6J3-4-13-63, FIG 2-2Ø

H. REMOVE AND REPLACED WITH LIKE ITEM.

I. FLEET INSPECTION IS BEING MADE THIS DATE, YCU WILL BE ADVISED.

J. THREE(3)

K. RECOMMEND BETTER QUALITY CCNTRCL AND BENCH CHECK PROCEDURES.

L. 355:45 HCURS

M. EXHIBIT BEING HELD FCR DISPCSITION INSTRUCTION.

N. JACK E. WILLIAMSCN,TSGT., USAF, AF 14333211, 2571/DI 69844.

28/82ØØZ JAN RJEBHB

NNNNJZCZCDMA692

T
19

~~ZED~~
~~KGB~~
~~DDO~~
~~WEH~~
~~WEMORTLOCK~~
~~WBD~~

FEB 1 2 20 PM '61

FEB 2 10 15 AM '61
ENGINEERING DEPT.

R

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PP RJWZDMB

ZDK

KAC718

PP RJWFNH RJWFNK RJWZDMB RJWZNF RJEDSQ

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Emp
ENG

DE RJWBKA 16C

HH

P 272240Z ZEX

~~DGH~~
~~WHD~~

FM 4136 STRATWG MINOT AFB NDAK

TO RJWFNH/SAAMA KELLY AFB TEX

INFO RJWZDMB/AFPR BOEING AIRPLANE COMPANY SEATTLE WASH

RJEDSQ/WADD WRIGHT PATTERSON AFB OHIO

RJWFNK/OCAMA TINKER AFB OKLA

RJWZNF/USAF DIG NORTON AFB CALIF

RJEDSQ/AMC WRIGHT PATTERSON AFB OHIO

BT

UNCLAS. DCM 6158. IMMEDIATE ACTION REQUIRED.

EUR SUBMITTED IAW T.O. 00-35D-54.

ACTION FOR: DM4 SAC, SANSI SAAMA. INFO FOR: OONSI OCAMA, OORSTE AFPR, B-52/KC-135 OES, USAF DIG DIR SAFETY/AFSCR-3, DM4 ALL AIR FORCES AND AIR DIVISIONS, DCM AND PIP CONTROL ALL BOMB WINGS, STRAT WINGS AND REFUELING WINGS.

A. CRITICAL SAFETY HAZARD.

B. 4136SW-61-4 - 27 JAN 61.

1205

C. PUMP ASSY - FUEL TO 1C-135(K)A-06 CODE 23215 CLASS 2915.

D. PART NUMBER 022994-02-01 SERIAL NUMBERS PE 247_, 543, 2345,

PAGE TWO RJWBKA 16

2055, 2193. T.O. 6J10-4-52-4.

E. PESCO PRODUCTS INC., BEDFORD, OHIO.

F. J57-P-59W ENGINES. KC-135A AIRCRAFT 58-091, -098 AND -120.

G. FIVE (5) WORN EXCESSIVELY. 25 JAN 61 TO 27 JAN 61.

H. FIVE (5) SPECIAL INSPECTION. 25 JAN 61 TO 27 JAN 61.

I. FIVE (5) REMOVE AND REPLACE. 25 JAN 61 TO 27 JAN 61.

J. FIVE (5).

K. TWENTH (20) MANHOURS.

L. DURING COMPLIANCE WITH T.O. 1C-135(K)A-1051, DATED 23 JAN 61, IN THE PROCESS OF MEASURING SPLINES FOR WEAR, IT WAS EVIDENT THAT ALL SPLINES SHOWED SIGNS OF WEAR AND DRIVE SHAFT SPLINE, PART NUMBER 02-10969, T.O. 6J10-4-52-4, FIGURE 2, INDEX 28, WAS REMOVED FOR MEASURING. IT WAS THEN NOTED THAT EROSION HAS TAKEN PALCE ON THE BEARING, FRONT COVER DRIVE, PART NUMBER 02-11786, FIGURE 2-23, AND BEARING BODY DRIVEN GEAR, PART NUMBER 02-12278, FIGURE 2-29, T.O. 6J10-4-52-4. THIS EROSION AREA WAS FAR BEYOND THE SPECIFIED LIMITS CONTAINED IN T.O. 6J10-4-52-3. OPERATING TIME OF DEFECTIVE PUMPS IS FIVE HUNDRED AND SEVEN (507) HOURS AVERAGE. ONE (1) DEFECTIVE PUMP SERIAL NUMBER PE 2470 IS BEING HELD AS UR EXHIBIT.

PHOTOS WILL FOLLOW BY SEPARATE MAILM AFM 66-1 DATA IS NOT APPLICABLE

IN THIS CASE.

M. DUE TO THE POSSIBLITY OF SHORT SUPPLY OF PUMPS FROM SUPPLY SOURCES, AIRCRAFT COULD BE GROUNDED BECAUSE OF NON-COMPLIANCE WITH T.O. 1C-135(K)A-1Ø51.

N. RECOMMEND DISPOSITION INSTRUCTIONS BE FORWARDED ON EXHIBIT PUMP AND IMMEDIATE ACTION BE TAKEN TO PROVIDE A FIX.

O. KENNETH R SAMPLE, MSGT, 4136TH STRAT WING PIP CONTROL, EXT 5433 (DUTY) PA 7-3735 (NON DUTY).

BT

27/2240Z JAN RJWBKA

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U.S. A.F. ...
BOEING SEATTLE WASH

FEB 1 2 28 PM '61

JAN 31 8 ... '61

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TO RJWFNK/COMOCAMA TINKER AFB OKLA

INFO RJWXBRF/CINSAC OFFUTT AFB NEBR

RJEDSQ/AMC MCMT WRIGHT PATTERSON AFB OHIO

RJEDSQ/WADD WRIGHT PATTERSON AFB OHIO

RJWZDMB/AFPR SEBAC SEATTLE WASH

RJWZNF/USAF DIGFOR SAFETY NORTON AFB CLAIF .

RJEBKF/COMAF 2 BARKSDALE AFB LA

RJEXDHB/COMAF 8 WESTOVERAFB MASS

RJWBKN/COMAF 15 MARCH AFB CALIF

RJWZAS/COMADIV 14 BEALE AFB CALIF

BT

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PCH
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ENG

~~DGH~~
W ~~HD~~
R

FEB 2 H 16 AM '61
ENGINEERING DEPT.

Immediate action

NCLAS FROM DCMQ 5733./8..3$8-53 -:589,. FOR VMOCAMA (OCNSP9. INFOR: CINCSAC (DM4A), AMC/MCMT (MCMSR), WADD, AFPR-SEBAC, USAF DIG FOR SAFETY (AFCRS-3), ALL NUMBERED AIR FORCES, DIVISIONS AND WINGS. SUBJECT: UNSATISFACTORY REPORT - SPECIAL HANDLING REEUIERD I/A/W T.O. 00-35D-54.

A: 11BW-61-12 EMERGENCY QUALITY CONTROL U.R.

B: PUMP ASSY - DUAL FUEL. FSC 2915-659-9817.

C: MFB'S PN 011994-020-01, SN PE 818

D: PESCO PRODUCTS.

E: ENGINE, TUBOJET, ALL J57-58W'S INSTALLED ON KC-135 AIRCRAFT.

1297

PAGE TWO RJWFFU 49

F: SIX PUMPS RECEIVED FROM OCAMA THIS DATE WERE BEING INSPECTED FOR TOLERENCES OUTLINED IN INTERIM URGENT ACTION TOC 1C-135 (K)A-1Ø51 DTD 23 JAN 61.

G: THE COUPLER, DRIVE SHAFT WAS MIKED AND INDECATED .9278. T.O. 1C-135 (K)A-1Ø51 STATES THAT IF THE COUPLING MEASUREMENT IS LESS THA .9355 INCH REPLACE THE PUMP ASSY. THE T.O.C. RECORD ON THE AF FORM 5ØB TAG ATTACHED TO THE PUMP INDICATED T.O.C.'S 1C-134(K)A-755 AND T.O.C. 1C-135(K)A-1Ø51 WERE COMPLIED WITH. INSPECTOR'S NUMBER ON THE TAG WAS OMC 973.

DATE IN INSPECTION BLOCK 28 JAN 61.

H:OX IN ECTED 6

J: CDEFECTIVE 1

K: RECOMMEND THAT THE DEPOT FACILITY EVALUATE THEIR QUALITY CONTROL PROCEDURES AND TAKE THE NECESSARY CORRECTIVE ACTION TO PREVENT DEFECTIVE ITEMS FROM ENTERING SEVICEABLE STOCKS. FURTHER RECOMMEND THAT ALL SAC UNITS AFFECTED BY T.O.C. 1C-135(K)A-1Ø51 COMPLETE THE INSPECTION REQUIRED BY SUBJECT T.O.C. REGARDLESS OF INFORMATION IN THE T.O.C. RECORD BLOCK OF THE AF FORM 5ØB.

PAGE THREE RJWFFU 49

L: NO OPERATING TIME SINCE OVERHAULED.

M: DEFECTIVE ITEM WILL BE HAND CARRIED TO OCAMA BY MAJOR JAY J.
BROWN 31 JAN 61.

N: DONALD L. RAYFIELD, TSGT, HQ 11BW, DUTY PHONE 351, HOME
PHONE HE2-6238. .

BT

31/ØØ3ØZ JAM RJWFFU

NNNNKZCZCDMA816

M

A

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QKCZCKGA272ZCNKC530

RR RJWFKG

DE RJWFNK 91C

R 202140Z

FM HQ OCAMA TINKER AFB OKLA

TO AFPR BAC WICHITA KANS

P R 201700Z

FM 8TAIRDIV WESTOVER AFB MASS

TO RJESBA/MOAMA BROOKLEY AFB ALA

INFO RJEDSQ/AMC WPAFB OHIO

RJEDSQ/WADD WPAFB OHIO

RJWFNK/OCAMA TINKER AFB OKLA

TJMBKN/USAF DIG FOR SAFETY MARCH AFB CALIF

BT

UNCLAS 4050DCMQ 0693 ACTION FOR MONSA INFO FOR MCMT AMC OCNSI OCAMA AFCRS-3 USAF DIG FOR SAFETY DM4 SAC 8AF DMMI EUR SUBMITTED IAW T O 00-35D-54 A MISSION FAILURE B 4050ARW 61-2 C FUEL AIR STARTER KC-135/M/A-06/23411 D MFG PN 541091P3 SN 240 E HAMILTON STANDARD F KC-135 3636 G 10-IPEN SYSTEM WIRING 9-FAILURE TO OPERATE 5-IMPROPER OPERATION 3-1)893 1-INTERNAL FAILURE 1-STALLS COMPRESSOR 1-NO OUTPUT 1-LOW PERFORMANCE 2-MISFIRE 1-CRACKED DATA COLLECTED FROM

INFORMATION

KED
KGB
DWH
HFH
WEMORTLOCK

File
RCH
EMP
ENG

To:	Boeing Airplane Co.
From:	AF Plant Rep.
For:	Action / For / Info
Sent by	CSG
Date	
Suspense Date	

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WHD

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TRANSPORT DIVISION
JAN 27 '61 12 PM '61
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JAN 27 4 39 PM '61
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ENGINEERING DEPT.

1 JUN 60 THRU 15 JAN 61 H 33-BETWEEN FLTS - GROUND CREW 4-BETWEEN FLTS - AIRCREW - NO ABORT DATA COLLECTED FROM 1 JUN 60 THRU 15 JAN 61 I 23-REMOVED AND REPLACED 7-ADJUSTED ON AIRCRAFT 4-REPLACED SEAL GASKET OR PACKING 3-SERVICED DATA COLLECTED FROM 1 JUN 60 THRU 15 JAN 61 J 37 K 138.0 L A TOTAL OF 23 UNITS WHICH FAILED REQUIRED REMOVAL AND REPLACEMENT OF THESE UNITS TEN HAD OPEN SYSTEM WIRING AND NINE FAILED TO OPERATE REFERENCE 4050ARW UR 60-145 WHICH SHOWS BASIC TREND OF FAILURESIN FUEL AIR STARTERS M PRECEDING INFORMATION AND REFERENCED UR BASED ON AIRCRAFT ON ALERT STATUS FAILING TO OPERATE PROPERLY AIRCRAFT 56-3636 WAS SUBJECT OF 4050ARW UR 60-145 FUEL AIR STARTER WHICH MALFUNCTIONED ON ALERT STATUS FUEL AIR STARTER WAS REPLACED ON 27 DEC 60 AIRCRAFT HAD TOTAL OF SIX ADDITIONAL HOURS AT TIME OF REPLACEMENT ON 1 JAN 61 FREQUENT RECENT FAILURES OF END ITEM ON ALERT AIRCRAFT MAKE READINESS REQUIREMENTS QUESTIONABLE N SUBJECT FUEL AIR STARTER SN 240 BEING HELD AS UR EXHIBIT PENDING DISPOSITION INSTRUCTIONS O MORRIS W L SR

18 JAN 61 11 59

MSGT 4050 DCMQ DUTY PH 81237 HOME LY 36383

BT

20/2143Z JAN RJWFNK

74-22

ROUTING

EE DUFF
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KC-135 FILE

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OKLAHOMA CITY AIR MATERIEL AREA
UNITED STATES AIR FORCE
OCAMA Representative Office
c/o Boeing Airplane Company
Seattle, Washington

OCNCSQ-1

17 January 1961

ECP BO-KC-135-4651-2, Contract AF34(601)-7786, KC-135 Aircraft, Revise Lubrication Markings on Air Cycle Machine, Fuel Air Starter Compressor and Portable Air Compressor, MIP OC60-10644R23.

OCAMA (OCNBI)
Tinker AFB, Okla

1. Attached message number RWRST-1-6-1100-18-1544 is forwarded for your information and action as deemed necessary.

2. Subject ECP was requested by OCAMA to furnish material required by TCTO 1C-135(K)A-959. The above TCTO was prepared by OCAMA from T.O. Item 221 and publication has been held in abeyance pending procurement of the necessary materials. Call number E-61-OC-90F has been issued and funds have been obligated and reserved as recommended in the attachment.

3. It is requested that this office be furnished 339 copies of TCTO 1C-135(K)A-959 on or before 27 January 1961, per telecon between this office and OCNCSA, for insertion into kits prior to shipment. Kits will be shipped as soon as possible after 27 January 1961, but not later than 8 February 1961, to AFW 2033, Site E, Tinker AFB, Okla.

4. In view of the above, subject MIP is renumbered to OC60-10644R23K where it will remain until 80% of kit shipment is completed.

JF

HH

Lawrence F. Smith
JAMES G. JOHNSON
Major, USAF
OCAMA Representative

Copies to:
File
PCH
ENG

1 Atch TO CORRESPONDENCE 6-1100
BAC Msg. RWRST-1-6-1100-18-1544

Copies to:
AMC ASC (LMSJ)
OCAMA (WWDPESC)
SAC (DM4)
BAC Business Office

RECEIVED
TRANSPORT DIVISION
JAN 18 3 12 PM '61
CONTRACT ADM.

To:	Boeing Airplane Co.
From:	AF Plant Rep.
For:	Action ☐
	Reply ☐
	Info. ☑
Sent by	C.S.G.
Date	18 Jan 61
Suspense Date	

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JAN 20 9 37 AM '61

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RJWXBR RJWZDL RJWZGP RJWZJL RJWZJM RJWZNF

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RJEBKL/COMDR 4238STW BARKSDALE AFB LA

RJEDAA/COMDR MATS SCOTT AFB ILL

RJEDSQ/COMDR WADC WPAFB OHIO

RJEDSQ/COMDR AMC ASC WPAFB OHIO

Ham-Std F/A Starters Summary!

RJESBH/COMDR 4228STW COLUMBUS AFB MISS

RJEXDH/COMDR 8AF WESTOVER AFB MASS

RJEXDH/COMDR 57AIRDIV WESTOVER AFB MASS

RJEZFF/COMDR 1001 ABWG ANDREWS AFB MD

RJEZFH/COMDR 42BW LORING AFB ME

T
Boeing Airplane Co
AF Plant Rep.
X
T
29 May 59

RJWBKN/COMDR 15AF MARCH AFB CALIF

RJWFAP/COMDR 28BW ELLSWORTH AFB SDAK

RJWFBG/COMDR 810 AIRDIV BIGGS AFB TEX

RJWFDB/COMDR 4123SW CLINTON SHERMAN AFB OKLA

6-5-1139-E

RJWFFU/COMDR 816 AIRDIV ALTUS AFB OKLA

RJWFFU/COMDR 11BW ALTUS AFB OKLA

RJWFGM/COMDR 4130 STW BERGSTROM AFB TEX

1

RJWFJP/COMDR 6BW WALKER AFB NMEX

RJWFJP/COMDR 47AIRDIV WALKER AFB NMEX

RJWFNK/COMDR OCAMA TINKER AFB OKLA

RJWFSK/COMDR 7BW CARSWELL AFB TEX

RJWFSK/COMDR 19AIRDIV CARSWELL AFB TEX

RJWXBR/COMDR CINCSAC OFFUTT AFB NEBR

RJWXBR/COMDR 3902 ABW OFFUTT AFB NEBR

RJWZDL/COMDR 14AIRDIV TRAVIS AFB CALIF

RJWZGP/COMDR 92BW FAIRCHILD AFB WASH

RJWZJL/COMDR 4134STW MATHER AFB CALIF

RJWZJM/COMDR 93BW CASTLE AFB CALIF

RJWZNF/OTIC USAF NORTON AFB CALIF

AF GRNC

BT

UNCLAS OCRST-6-5-1139-E FOR OCNSP, WCLOD-31C, DM4, LMSJ, WCOF, AFCDI-2, SALEK, PI CONTROL OFFICER; ALL AF, BW, AIRDIV, STW, ABWG AND ABW FOR DM. SUBJ: MIP OC9-10018E, HAMILTON-STANDARD FUEL AIR STARTERS, FAS-450-16-18-21-22, KC-135 ACFT. 1. THIS OFFICE RECEIVED EUR 6BW 59-40 CITING THE FAILURE OF FUEL AIR STARTER TO FUNCTION. THE SUBJ MIP WAS ESTABLISHED WITH CONTR AND VENDOR FOR INVESTIGATION AND FOR RECOMMENDED CORRECTIVE ACTION. THE FOL EUR'S WERE RECEIVED CITING VARIOUS DIFFICULTIES AND FWD TO THE CONTR AS REPEAT ON THE PREVIOUSLY ESTABLISHED PROJ: EUR'S SSN NRS 6BW 59-40, 6BW 59-86,

24

6-5-1139-E

BW 59-103, 7BW 59-68, 7BW 59-81, 7BW 59-83, 7BW 59-136, 7BW 59-137, 11BW 59-50, 4130 SW 59-17, 4130 SW 59-25, 4228 SW 59-31, 4228 SW 59-65, 1001ABW-59-117, 3902 ABW 59-78. 2. INVESTIGATION REVEALED THAT MALFUNCTIONS REPORTED IN UR 6BW 59-40, 7BW 59-137 AND 11BW 59-50 OCCURRED WITHIN THE STARTER ELECTRICAL CONTROL BOX. THE ONE UR EXHIBIT RECEIVED AT THE VENDOR'S FACILITY, APPLICABLE TO UR SSN 6BW 59-40, DASH 16 SER NR 11550, WAS TEST FIRED, AND FUNCTIONAL TESTS WERE PERFORMED SATISFACTORILY. THE EXACT CAUSE OF THE MALFUNCTION COULD NOT BE DETERMINED. HOWEVER, OTHER MALFUNCTIONS WITHIN THE STARTER ELECTRICAL CONTROL BOX RECEIVED AT THE CONTR WERE FOUND TO BE PDN DEFICIENCIES. THE VENDOR HAS INITIATED A MORE RIGID QUALITY CONTROL INSPECTION THAT WILL ELIMINATE THE MALFUNCTIONS DUE TO PDN DISCREPANCIES. A. UR 11BW 59-50 WAS RECEIVED AND DID NOT QUOTE STARTER SERIAL NR, OR THE AVAILABILITY OF THE EXHIBIT. HOWEVER, IT WAS ASSUMED THAT THE REPORTED FAILURE WAS ON ONE OF THE EARLIER MODIFIED DASH 22 STARTERS AND THAT NO CHANGES WERE MADE TO THE CONTROL BOX DURING MODIFICATION. 3. THE FOL UR WERE RECEIVED AND ARE APPLICABLE TO THE -21 AND -22 STARTERS: EUR SSN NR 6BW 59-86, 6BW 59-103, 7BW 59-56, 7BW 59-68, 7BW 59-81, 7BW 59-83, 4130 SW 59-17, 4228SW 59-31, 1001 ABW 59-117, 7BW 59-137 AND 4130 SW 59-221. A. INVESTIGATION OF THE ABOVE REPORTED FAILURES

(3)

Ham- Std Starters.

PAGE THREE RUWKBF 28B

REVEALED THAT MALFUNCTIONS WERE CAUSED BY PRIMARY OR SECONDARY SWITCH FAILURES OR BOTH. THE TRIP-OUT OF THE SECONDARY SWITCH IS PRECEDED BY THE MALFUNCTION OF THE PRIMARY SWITCH UNLESS A PREAMATURE TRIP-OUT OCCURS. IN THE EVENT OF A TRIP-OUT, STARTER REMOVAL IS RQR, THUS CAUSING NUISANCE STARTER CHANGES. B. THE VENDOR HAS MADE RETROFIT CHANGES AT OVERHAUL EFFECTIVE AT STARTER SER NR 12711 AND ONE. THE SECONDARY SWITCH SETTING WAS INCREASED FROM 2700 PLUS OVER PINUS 100RPM TO 2900 PLUS OVER MINUS 100RPM TO MINIMIZE PREMATURE SECONDARY SWITCH ACTUATIONS /TRIP-OUTS/. C. AS ADDITIONAL INFO, THERE ARE TWO TYPES OF PRIMARY CENTRIFUGAL SWITCHES THAT HAVE BEEN USED INTERCHANGEABLY IN THE STARTERS. ONE MODEL OF THE SWITCH HAS A SOLID PIN TYPE ACTUATING BUTTON. IN SOME CASES THE PIN WAS MADE OF A SOFT MATERIAL WHICH WAS SUBJ TO WEAR THAT RESULTED IN A CHANGE TO THE CUT-OUT SPEED SETTINGS. THE OTHER TYPE SWITCH HAS A BALL AND SOCKET TYPE BUTTON WITH HARDENED SURFACES THAT ARE RESESTANT TO WEAR. THE LATTER TYPE IS INSTALLED IN ALL STARTERS EFFECTIVE AT SER NR 12852, AND ON. THE MANUFACTURER RECOMMENDED THAT ALL STARTERS BE CHANGED AT OVERHAUL TO THE BALL AND SOCKET TYPE SWITCH. THIS RECOMMENDATION WAS APPROVED AND IS BEING ACCOMPLISHED BY HAMILTON STANDARD ENGINEERING CHANGE 47911 WHICH REPLACES THE SWITCH AND BRACKET ASSY, PART NR 508581, WITH SWITCH AND BRACKET ASSY, PART NR 549530 AT TIME OF OVERHAUL. 4. UR 4130 SW 59-25 WAS INVESTIGATED AND IT WAS DETERMINED THAT THE STARTER MALFUNCTION WAS ATTRIBUTED TO FAILURE OF PRESSURE SWITCH. THE CONTR RECORDS

6-5-1139-E 24

INDICATE THAT THIS IS THE ONLY MALFUNCTION OF THIS PART REPORTED TO DATE. THEREFORE, NO CORRECTIVE ACTION IS RECOMMENDED PENDING THE RECEIPT OF ADDITIONAL REPORTS. 5. UR 7BW 59-98 WAS INVESTIGATED AND IT WAS DETERMINED THAT THE MALFUNCTION WAS CAUSED BY BURNER PRESSURE SWITCH FAILURE. THIS SWITCH WAS REPLACED ON PDN ACFT BY PRR 4415, EFFECTIVE AF 57-1485 THROUGH AF57-1495, WITH AN OIL FILLED TYPE SWITCH. RETROFIT WAS ACCOMPLISHED AT HAMILTON-STANDARD CORP BY ECP 4415 DURING OVERHAUL. 6. UR 4228 SW 59-65 WAS INVESTIGATED AND IT WAS DETERMINED THAT STARTER FAILURE WAS CAUSED BY INTERNAL FAILURE OF THE GEAR TRAIN AND CASE. IT WAS ALSO DETERMINED, BASED ON INFO AVAILABLE, THAT THE STARTER UNIT ELECTRICAL SYSTEM HAD BEEN JUMPERED DURING AN ATTEMPTED PNEUMATIC START. THIS CAUSED THE UNIT TO OVERSPEED AND RESULTED IN FAILURE. 7. UR 3902 ABW 59-78 AND 42BW 59-110 HAVE UNDERGONE PRELIMINARY INVESTIGATIONS WHICH SHOW THAT NEITHER OF THESE STARTERS HAS BEEN MODIFIED TO THE LATEST CONFIGURATION BY THE CONTR OR THE COMMODITY AMA. 8. INVIEW OF THE FOREGOING EXPLANATION REGARDING THE ACTIONS THAT ARE BEING ACCOMPLISHED TO IMPROVE THE RELIABILITY OF ALL MODELS OF THE HAMILTON-STANDARD FAS-450 STARTER, THIS OFFICE FEELS THAT THE PFOJ CAN PROPERLY BE CLOSED. WITH THE EXCEPTION OF THE INSTALATION OF A NEW BURNER SECTION TO MODIFY THE -21 TO A -22 WHICH WAS DISAPPROVED

6-5-1139-E 24

NECONOMICAL UNTIL THE -22 HAS BEEN GRANTED QUALIFICATION APPROVAL BY THE AF. ALL STARTERS ARE BEING MODIFIED WITH ALL KNOWN FIXES AS THEY PASS THROUGH THE PDN OR OVERHAUL FACILITY. ALSO IT SHOULD BE NOTED THAT CONTINUING SURVEILLANCE OVER THE FUEL-AIR STARTERSYSTEM RELIABILITY PROBLEM IS BEING MAINTAINED THROUGH AN ACTION ITEM OF THE KC-135 WEAPONS PHASING GROUP. THEREFORE THIS PROJECT IS BEING RENUMBERED TO PHASE 3 AND CLOSED. IN THE EVENT FUTURE SERVICE REPORTS PROVIDE NEW RELIABILITY INFO ON THE LATEST CONFIGURATIONS THESE FACTORS WILL BE SEPARATELY CONSIDERED AT A LATER DATE

BT

29/2125Z RUWKBF

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BOEING AIRPLANE COMPANY
235 American National Bldg.
Oklahoma City, Oklahoma

~~Km~~
HH
CH

WBH
HOC
EED
WBD

June 22, 1960

1-2400-4-1262

FILE 0407C
KC 135
LEC/ND

To: D. R. Seibel

Subject: FAS Air Bottle Control Valve, KC-135

Reference: 6-7171-1-12559 Dated June 13, 1960

Reference letter requested quantity and reason for overhaul of three versions of subject valve. The following information was furnished by OCAMA, Commodities Division:

Part Number	Quantity Overhauled
38E13-8A (Bendix)	None - A quantity of these valves have been procured. Mobile AMA will control this item.
38E13-3A (Bendix)	No record of procurement.
84891 (Kidde)	From July 1, 1959 to date, a total quantity of 402 valves have been subject to overhaul. No record maintained prior to fiscal year 1960.

Shop personnel were contacted for the reason for overhaul - their comment was as follows:

Presently, the attrition rate on the air pressure gage, Bendix Part Number 643897, Stock Number 6685-726-1908 is approximately 100-115%. A large percentage of valves returned for overhaul are found to operate satisfactorily but the air pressure gage is either inoperative or inaccurate. Physical inspection of the Part Number 643897 gauge shows it to be flimsy and subject to Bordon tube damage whenever jarred or subjected to rough handling. Effect of normal engine vibration is unknown, but "kid glove" handling is required during shipping, installation and normal maintenance. The "115%" failure rate is due to gage failure during functional pressure testing after valve overhaul. The overhaul T.O. was not checked for functional test air pressure

requirements; however, OCAMA shop personnel indicated the T.O. requirements were complied with. They indicated that two or three applications of the specified air pressure could result in gage failure. This problem was not encountered with the original "U.S.Gage Company" gage.

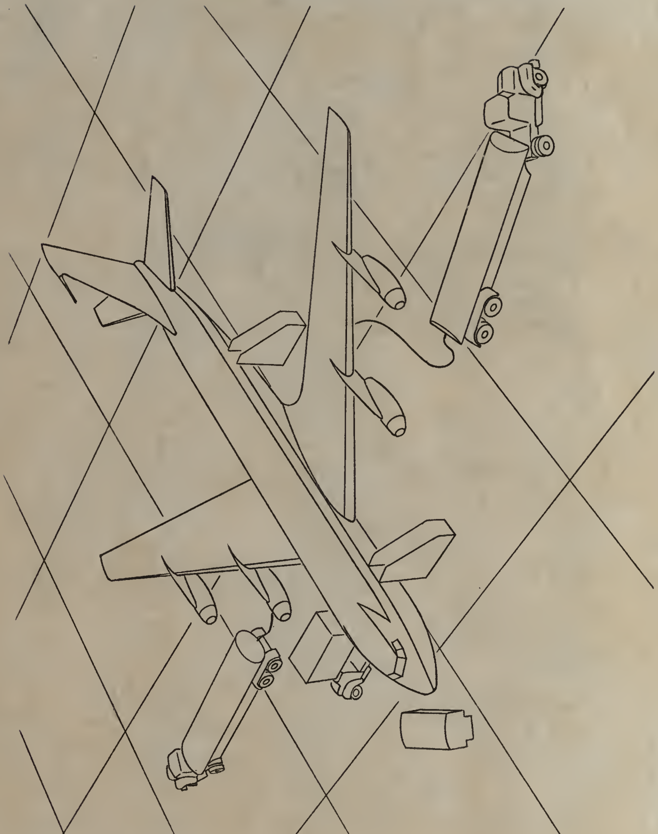
In cases when actual valve failure was found, one main reason was due to "O" ring enlargement. Evidently, oil from the F/A starter air compressor gets into the valve, causing the "O" ring to swell and bind the shuttle. Apparently two sources for the "O" ring have been used, both during initial installation and overhaul. At present, only the "O" ring subject to enlargement is being furnished to the OCAMA shop. This is Part Number 6227B-14, Stock Number 6600-589215-7, Manufactured by Stillman Rubber Company (sample attached). Following our discussion, OCAMA shop supervisory personnel indicated they would try to obtain the other "non-swelling" "O" ring. They didn't have a manufacturer, part number or stock number to go by as the man actually doing the overhaul could identify the good "O" ring only by the color markings. He indicated that he would save samples of both types of "O" rings when available from subsequent overhaul. These parts will be forwarded when available.

W. J. Groseclose

WJG/sp

W. J. Groseclose
Staff Representative
Engineering

Attachment



Typical Terminal Service Arrangement
Figure 202

6. Toilet Servicing

A. Forward and aft toilet drain panels are located on lower right side of fuselage. The forward toilet service drain panel is located at station 304, right buttock line 45 and water line 165. The panel contains toilet sewer drain, waste water drain, forward and aft flush connection, water waste valve, and forward and aft sewage valves. The aft toilet drain panel is located at body station 1413, buttock line zero, and water line 190 and contains a toilet sewage drain, left and right flush valves, and left and right flush connection.

7. Water Servicing

A. The forward water tank pressure filler and drain connection is located on left side of body station 357 at water line 154.

B. Aft water tank filler and drain connection is located at body station 1265, water line 184. (See chapter 38-0.)

C. The water injection tank for airplanes equipped with JT3C-4 engines has a capacity of 450 U.S. gallons. The tank filler is located on outside of body near trailing edge of wing on left side. Provisions for installation of two additional tanks in aft wheel well area have been added to accommodate water injection demands for JT3C-6 engine installations. The additional tanks each have a capacity of 142 U.S. gallons, and are interconnected to main tank.

SERVICING

1. General

A. The design configuration of the 707 airplane provides for most major servicing to be accomplished on right side of fuselage. Passenger loading doors are located forward and aft on left side of fuselage to avoid interference during ground servicing activities.

2. Air Servicing

A. Hydraulic Accumulators.

1. The utility, auxiliary, and brake hydraulic accumulators are located in the right wing trailing edge, just outboard of wheel well. Utility and auxiliary accumulators are air precharged to 2000 psi and the brake accumulator is air precharged to 1500 psi.

3. Fueling

A. Pressure Fueling

1. A pressure fueling system is installed with two fuel adapters located on lower surface of each wing. Fueling control panels are located adjacent to adapters for manual operation and visual reference by a ground service operator. (See chapter 28-0.)

4. Hydraulic Fluid Servicing

A. Hydraulic Tanks.

1. 1. A 7-gallon hydraulic supply reservoir is located in left wing trailing edge, outboard of wheel well and just aft of rear spar. In servicing, the reservoir is filled to the 5-5/8-gallon position to allow space for fluid expansion. If hydraulic system has been completely drained, 27 to 30-gallons of fluid will be required to service system. The 707-121 uses Skydrol 500 as an operating fluid.

5. Oxygen Servicing

A. Oxygen System.

1. Oxygen system replenishment is accomplished by removal of four oxygen cylinders located overhead behind a drop ceiling panel between stations 1200 and 1240.

B. Portable Oxygen Bottles.

1. Two portable oxygen bottles are located in forward clothes closet and two bottles are in aft closet.

CHAPTER 12

SERVICING

TABLE OF CONTENTS

PLACARDS (MARKINGS) - DESCRIPTION AND OPERATION

1. General

A. Placards are placed on both, the interior and exterior of the airplane. Some of them give information as to what procedures to follow when servicing the airplane units. Some of them give a CAUTION or WARNING in places of potential damage or danger. Most of the larger placards on the exterior of the airplane are for identification. The insignia and exterior markings on the airplane are applied by silk screening, decals or stencils. The interior markings are applied by decals, metal-cals or stencils. Stenciling or silk screening that becomes damaged must be repaired. Decals and metal-cals that become damaged must be replaced. The application procedure for decals varies with the type of decal used and the location and type of surface to which it is applied. Care must be taken to clean the receiving surface thoroughly and use the proper application procedure.

END

CHAPTER 11

REQUIRED PLACARDS

TABLE OF CONTENTS

Subject	Subject No.

ENGINE AND NACELLE ANTI-ICING SYSTEMS - DESCRIPTION AND OPERATION

1. General

   A. The engine nose cowl and engine inlet guide vanes are anti-iced by engine high pressure compressor bleed air. The air is ducted from the bleed port of each engine to the nose cowl and inlet guide vanes for that engine. Shutoff valves located in each supply line are controlled by an individual switch for each engine located on the pilots' overhead panel.

END

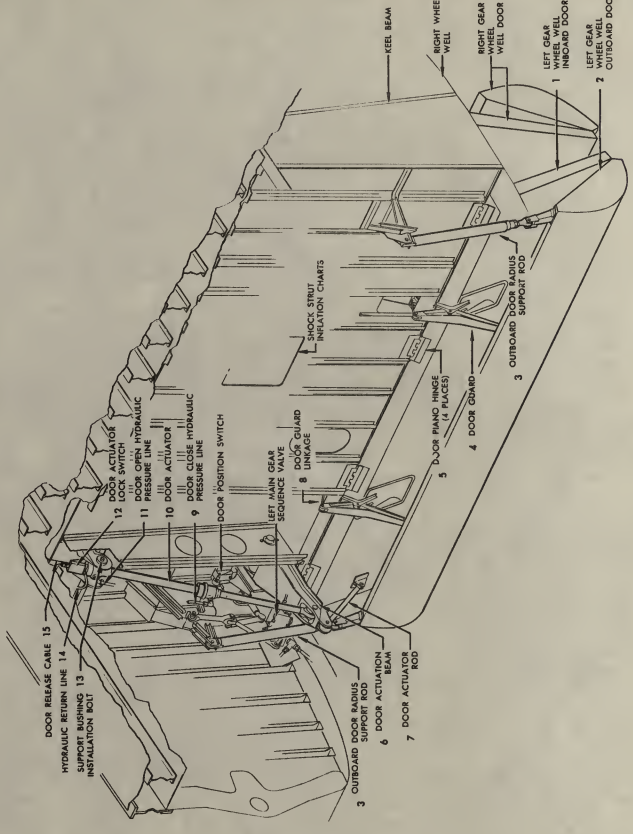
7. Landing Gear Retraction - Extension Actuators

A. The landing gear retraction-extension system is provided with hydraulic piston type actuators for actuation and locking of the landing gear. The actuators are jig located and have no adjustments. The head and piston rod terminals are equipped with self-aligning bearings with a lube fitting on terminal housing. The landing gear retraction-extension system actuators include: wheel well door actuators, landing gear actuators, landing gear lock actuators, main gear side strut actuator and nose gear lock retention actuator.

B. Wheel Well Door Actuator

(1) Main Gear Door Actuator

(a) The main gear door actuator, figure 6, is located at forward inboard end of each main wheel well. The actuator receives hydraulic pressure from landing gear positioned door control valve. The actuator cylinder end is trunnion mounted to upper side of keel beam web. The actuator rod end is attached to a jig located non-adjustable actuator beam pivoted on keel beam. The actuator extends to open doors and retracts to close doors. The open or close cycle is completed in approximately one second with actuator bottoming at each end of actuation.



Main Gear Door Actuator
Figure 6

(b) The actuator lock mechanism, figure 7, consists of a lock shaft extending out through cylinder end of actuator to actuate "door locked" micro-switch and attached to door release cable from emergency extension shaft assembly and ground door release handle. The lock rod incorporates (on inner end) a pair of folding toggles which actuate two diametrically opposite bronze lock segment blocks. The blocks are supported in broached holes in a steel retainer cylinder and seat behind a flange on end of actuator piston rod, locking it in retracted "door closed" position. A compression spring and spring seat cylinder attached to lock rod by a lock ring loads lock rod towards locked position. System pressure applied at cylinder end of actuator (door open pressure) forces lock rod upward against return pressure and spring load. As rod moves up, toggles fold inward allowing piston to push lock segment blocks inward freeing actuator piston. As actuator piston extends (door opening) a spring loaded retainer segment follows piston to slide outside of lock segment blocks keeping them in for return of piston on retraction (door closing). As actuator extends, displaced fluid returns to hydraulic system by way of a restricted passage in piston rod bearing. Restriction of displaced fluid provides snubbing action to slow piston travel near end of stroke. With hydraulic pressure applied at rod end of actuator for door closing, the piston is retracted to contact spring loaded retainer segment pushing it back and sliding over lock segment blocks. With piston retracted (to bottomed position) and door closed, the spring loaded lock rod is pushed down causing toggles to expand, pushing lock segment blocks out to lock the actuator in retracted position. The lock balance port at cylinder end of actuator is designed to prevent return surge pressures in line to cylinder end of actuator piston from unlocking the door actuator.

3. <u>CONTROL SURFACES</u>

Total Aileron Area AFT of Hinge Line	
Inboard Aileron, including 5.8 Square Feet of TAB area	39 Square Feet
Outboard Aileron, including 5.5 Square Feet of TAB area	80.6 Square Feet
TOTAL	119.6 Square Feet
Horizontal Tail Area Total	500 Square Feet
Stabilizer, to Elevator Hinge Line, including 60.9 Square Feet of Fuselage	382.7 Square Feet
Elevator AFT of Hinge Line including 18.0 Square Feet of total area	117.6 Square Feet
Span	39 Feet 8.4 Inches
Vertical Tail Area Total (not including Fin)	303.7 Square Feet
Dorsal Fin	8.7 Square Feet
Fin to Rudder Hinge Line including 4.9 Square Feet of Fin Tip Hinge Line	201.8 Square Feet
Rudder, AFT of Hinge Line including	101.9 Square Feet
Fin Height	38 Feet 4 Inches

4. <u>BODY</u>

Length	138 Feet 10 Inches
Width	12 Feet 4 Inches
Cross Section Vertical Height	14 Feet 2-1/2 Inches

5. LANDING GEAR

Tread, Main Gear	~~21~~ 22 Feet 1 Inch
Wheel Base, Nose to Main Gear.........................	52 Feet 4 Inches
Main Gear, Wheels and Tires...........................	15.50 x 20
Nose Gear, Wheels and Tires...........................	12.50 x 16

CHAPTER 7

LIFTING & SHORING

TABLE OF CONTENTS

AIRPLANE JACKING

1. General

A. The airplane is provided with three main jacking points and three stabilizing jacking points, (figure 201). The main jacking points are the two inboard wing jacking points I and II (limited to 78,000 pounds each) and the aft fuselage jacking point III (limited to 13,000 pounds). Main jacking points will collectively carry airplanes weighing up to 169,000 pounds. The stabilizing jacking points are the two outboard wing jacking points IV and V (limited to 12,000 pounds maximum, each), and the forward fuselage jacking point "VI" (limited to 18,000 pounds). In addition, there is a jack pad on under side of each main gear truck axle (limited to 58,000 pounds each) and a jack pad under nose gear axle (limited to 30,000 pounds).

B. A preliminary figure for wind limitations for outside jacking has been established. The airplane shall not be raised on jacks in winds exceeding 35 miles per hour.

2. Jack Airplane

A. Make sure all landing gear down locks are in place.

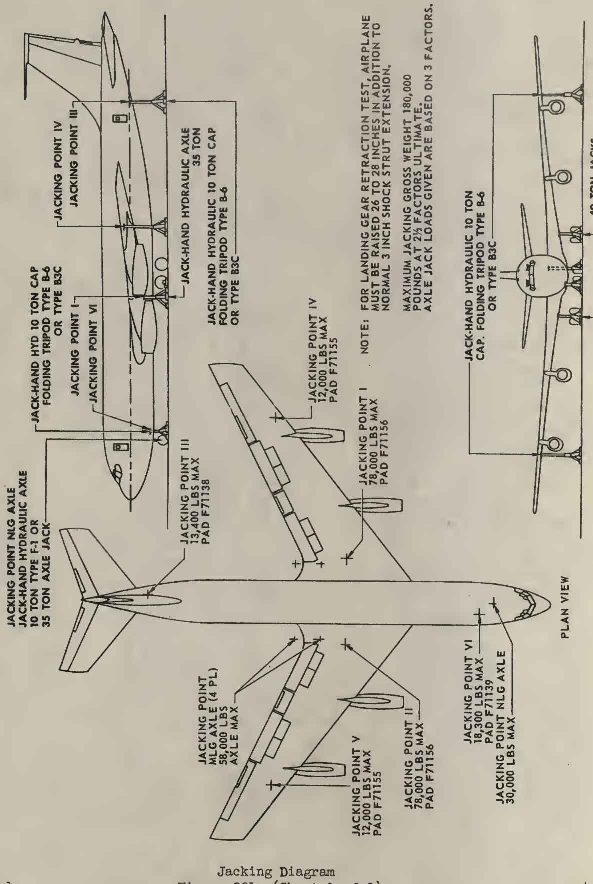
B. Head airplane into the wind if in an exposed area. Lower vertical fin if airplane is to remain on jacks for an extended period of time or if winds are unstable.

CAUTION: DO NOT JACK AIRPLANE IF WINDS EXCEED 35 MILES PER HOUR.

C. Install jack pads and position jacks per figure 201.

NOTE: Jacks must be equipped with pressure gages or a table used for converting pressure readings to pounds of load at jacking point.

D. Remove wheel chocks and release parking brakes.



Jacking Diagram
Figure 201 (Sheet 1 of 2)

JACKS

SOURCE	MODEL	CAPACITY TONS	MINIMUM HEIGHT	HYDRAULIC LIFT	SCREW EXTENSION	BASE WIDTH
AXLE JACKS						
SMITH NELSON CORP.	3510-51	35	10.5	11.0	6	6.5
	3510-53	35	10.0	10.0	6	12.0
REGENT	993R	25	7	10	3	5.5
	1905	25	10	12	4	6
	1921	35	10	11	6	6
	983-S	5	6	10.5	3	5.5
	960-T	10	8	13	4	7.8
	1975	12	10	16	NONE	10.25
WING INBOARD						
REGENT	989A	40	60-78-96	44	16	
	2924	75	72	50	20	
SMITH NELSON CORP.	4060-14R	40	60-78-96	44	18	
	5060-10 -14 -15	50	60-78-96	40	16	
MALABAR	780R	40	60-73	40	18	
WING OUTBOARD, BODY-FORWARD & AFT						
REGENT	B3C	20	52-77 88-106 124-142	40	15	

JACK PADS	JACK PAD HEIGHT (APPROXIMATE) (WITH 3 INCH SHOCK STRUT EXTENSION)					
	I & II	III	IV & V	VI	NLG AXLE	MLG AXLE
NO FLAT TIRE	80	124	136	72	12.25	15.25
ONE FLAT TIRE					10.50	12.50
TWO FLAT TIRES					7.50	6.00

Jacking Diagram
Figure 201 (Sheet 2 of 2)

E. Use plumb-bob and leveling scale in left wheel well (figure 202) to establish level lateral and longitudinal attitude while raising airplane.

NOTE: This method of leveling is accurate enough for general jacking requirements and gear retraction only.

F. Raise airplane in level attitude with jacks at wing jack pads "I" and "II" and tail jack pad "III" until landing gear clears ground.

CAUTION: JACKS AT PADS "I" AND "II" MUST BE RAISED PRIOR TO OR SIMULTANEOUSLY WITH JACK AT JACK PAD "III." RAISING TAIL JACK AHEAD OF WING JACKS MAY OVERLOAD TAIL JACK POINT BY FORCING NOSE OF AIRPLANE DOWN ON NOSE GEAR OR NOSE STEADYING JACK.

Jack pad heights above ground, jack pad maximum allowable loads and a source of jacks to be used are listed below. Jack pad heights are based on a three inch shock strut extension and no flat tires. Airplane must be raised an additional 26 to 28 inches (approximate) for landing gear extension check.

JACK POINT	APPROXIMATE JACK PAD HEIGHT	MAXIMUM ALLOWABLE LOAD
WING INBOARD	80 INCHES	78,000 POUNDS
WING OUTBOARD	136 INCHES	12,000 POUNDS
BODY - FORWARD	72 INCHES	18,300 POUNDS
BODY - AFT	124 INCHES	13,400 POUNDS

JACKS -- WING INBOARD

-SOURCE	MODEL	CAPACITY TONS	MINIMUM HEIGHT	HYDRAULIC LIFT	SCREW EXTENSION
REGENT	989A	40	60-78-96	44	16
	2924	75	72	50	20
SMITH-NELSON	4060-14R	40	60-78-96	44	18
	5060-10, -14, -15	50	60-78-96	40	16
MALABAR	780R	40	60-73	40	18

JACK -- WING OUTBOARD, BODY - FORWARD AND AFT

REGENT	B3C	20	52-70-88 106-124-142	40	15

JACK PAD ADAPTERS

PART NUMBER	USE
F71138	Adapts Jack to fuselage aft jacking point "III."
F71139	Adapts Jack to fuselage Forward jacking point "VI."
F71155	Adapts Jack to outboard wing Jacking Points "IV" and "V."
F71156	Adapts Jack to Inboard Wing Jacking Points "I" and "II."

G. Raise outboard wing jacks "IV" and "V" and nose jack "VI" until sufficient weight is supported to steady airplane.

CAUTION: DO NOT EXCEED ALLOWABLE LOAD ON JACKS.

NOTE; Lower all jack ram lock nuts as jacks are raised. Maintain a clearance of one-inch from nut to collar until jacking is complete, then snug up nut and tighten lockscrew.

3. Lower Airplane

A. With jacks supporting airplane per figure 201, lower airplane by first lowering steadying jacks "IV," "V," and "VI" ahead of tail "III" and inboard wing jacks "I" and "II."

NOTE: To lower jacks, turn jack ram lock nuts up preceding jack collar by one-inch.

B. Lower main jacks "I," "II" and "III" evenly and simultaneously checking continuously to make sure main gear touch ground as soon as, or prior to nose gear, so tail jack point "III" is not overloaded.

CAUTION: IF A JACK "HANGS-UP," THE RAM IS NOT DROPPING INTO CYLINDER. DO NOT PRECEDE JACK COLLAR WITH JACK RAM LOCK NUT BY MORE THAN ONE INCH. "HANG-UP" CONDITION MAY BE RELIEVED BY RAISING AND THEN LOWERING JACK (WORKING JACK) UNTIL FREE. IF "HANG-UP" CONTINUES, IT MAY BE NECESSARY TO RAISE AND CRIB AIRPLANE, AND THEN REPLACE FAULTY JACK.

4. Axle Jacking

A. Jacking points are provided under each landing gear axle for removal of wheel and tire or brake assembly without raising entire airplane, see figure 201. Axle jack pad load allowables, height dimensions and jacks are listed below.

CAUTION: DO NOT RAISE EITHER END OF MAIN GEAR TRUCK TO EXCEED 15°. DO NOT ATTEMPT TO JACK AIRPLANE WITH JACK UNDER CENTER OF MAIN GEAR TRUCK (UNDER SHOCK STRUT INNER CYLINDER FORK) JACK PADS ARE NOT PROVIDED UNDER FORK OF SHOCK STRUT INNER CYLINDER.

AXLE JACK PAD HEIGHT CLEARANCE BETWEEN TIRES

CONDITION	NLG	MLG	NLG	MLG
NO TIRE FLAT	13.1"	14.4"	11.5"	18.5"
ONE TIRE FLAT	10.2"	11.0"		
TWO TIRES FLAT ON ONE AXLE	7.50	6.0		
JACK PAD HEIGHT REQUIRED FOR WHEEL CHANGE	16.6	18.4		

MAXIMUM LOAD AT A SINGLE JACK PAD NLG - 30,000 POUNDS

MLG - 58,000 POUNDS

JACKS:

SOURCE	MODEL	CAPACITY TONS	MINIMUM HEIGHT	HYDRAULIC LIFT	SCREW EXTENSION	BASE WIDTH
REGENT	993R	25"	7"	12"	3"	5.5"
	1905	25	10	18	4	6
	1921	35	10	11	6	6
	983-S	5	6	10.5	3	5.5
	960-T	10	8	13	4	7.8
	1975	12	10	16	NONE	10.25
SMITH-NELSON CORPS.	3510-51	35	10.5	11.0	6	6.5
	3510-53	35	10	10	6	12.0

6. Jack Airplane With Collapsed Gear

A. Nose Gear Collapsed

(1) Raise airplane by using a 40-ton jack at each inboard wing jack pad, "I," and "II." Do not exceed 78,000 pounds on each inboard wing jack.

(2) Crib forward fuselage as airplane is raised by wing inboard jacks.

(3) Follow fuselage aft jack pad down with a Regent Model B3C jack. Do not exceed a load of 13,400 pounds on fuselage aft jack pad.

(4) If airplane is to be moved without using nose gear, use flat bed truck (capacity 20,000 pounds) under fuselage forward section. Tow airplane using two tractors attached by cable to main gear towing lugs. Coordinate movement of tractors and truck.

B. One Main Gear Collapsed

(1) Place pneumatic bag, 1130, 1D-988 or equivalent under lower wing surface between front and rear spars (in area of wing inboard jack pad) but clear of jack pad so when airplane is raised sufficiently a jack can be inserted to finish raising procedure, see figure 204.

<u>NOTE</u>: Trucks or tractors attached to airplane by anchor lines must be used to keep airplane from rolling on pneumatic bags, see figure 203 and paragraph "D" below. Wood cribbage should be used under fuselage and wing structure to ensure against bag collapse or any slippage. Pneumatic bags may be inflated with a type A-1 (3.5 psi) blower or a Worthington air compressor or by air-nitrogen bottles, used with a regulator for inflation control.

C. Both Main Gear Collapsed

(1) Place pneumatic bags under wing lower surface between spars (clear of wing inboard jack pads), see figure 204.

(2) Anchor airplane by anchor lines fastened to trucks or tractors to prevent airplane from rolling on air bags. (See figure 203 and paragraph "D").

(3) Raise airplane by inflating pneumatic bags until jacks can be used on wing inboard jack pads and fuselage aft jack pad. As airplane is raised, crib wing and fuselage with wood timbers. Do not exceed jack pad maximum allowable loads, figure 201.

D. Moor Airplane for Pneumatic Bag Raising

(1) The airplane is not equipped with mooring or tie-down provisions. For emergency mooring and for mooring while using pneumatic air bags for raising airplane, see figure 203 and following instructions.

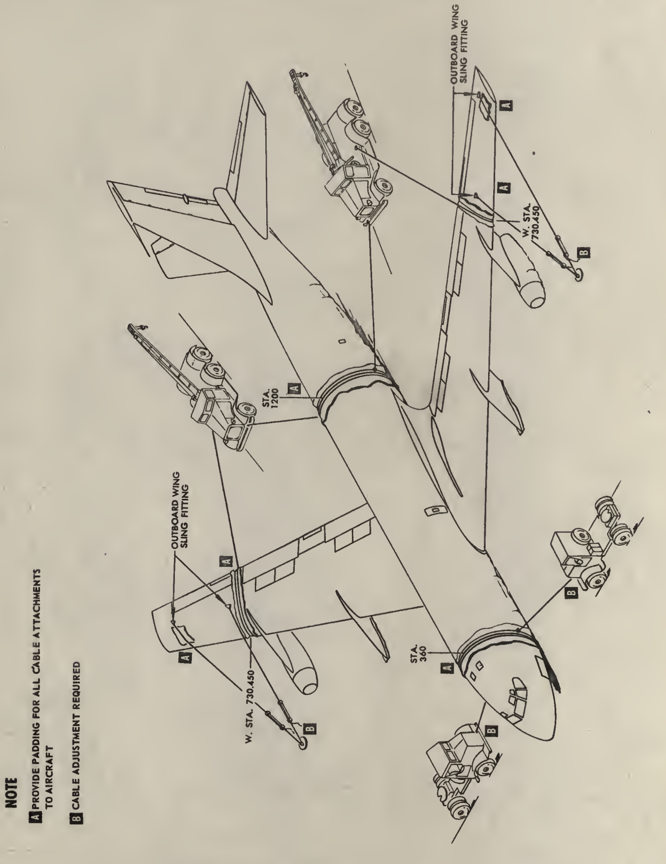
a. Wrap heavy padding around fuselage at station 360.

b. Wrap cable around fuselage over padding and directly over fuselage production break (approximately station 360 bulkhead) and attach cables to anchor stakes or heavy truck or tractor.

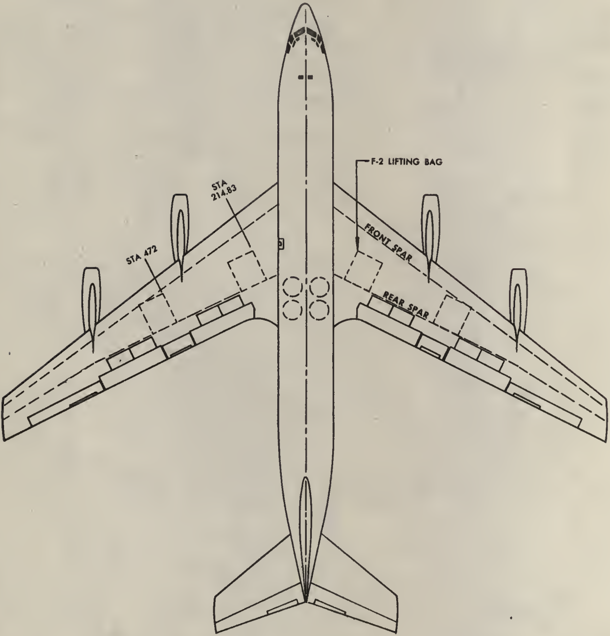
<u>NOTE</u>: Anchor cables must be attached to anchor in such manner to facilitate letting-out or taking-in of cable as airplane is raised or lowered.

c. Attach similar padding and cable at fuselage production break (approximately station 1200) and outboard wing to inboard wing production break.

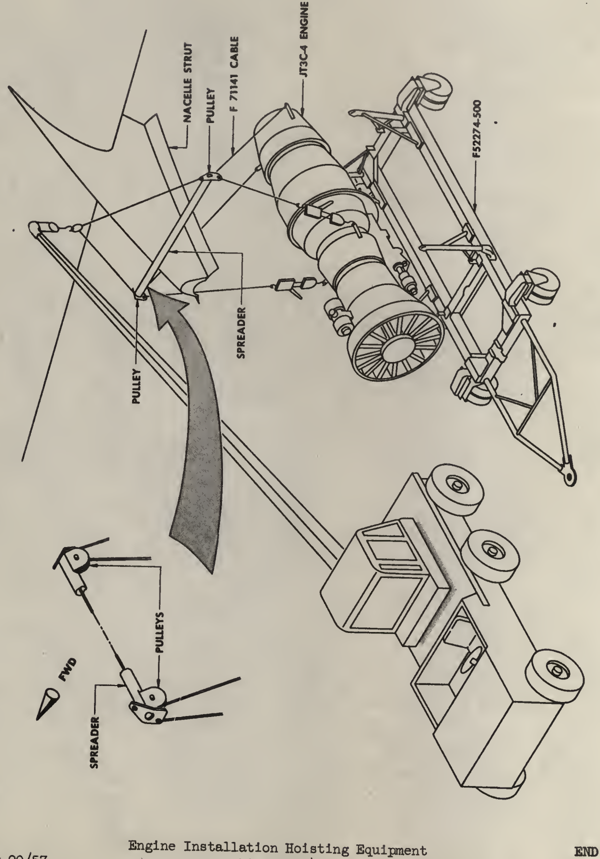
d. Attach mooring fittings to outboard wing hoist sling attachment points and attach mooring cables to be secured to anchors forward of wing.



Airplane Mooring for Pneumatic Bag Raising
Figure 202



Pneumatic Bag Placement Under Wing
Figure 203



Engine Installation Hoisting Equipment
Figure 204

CHAPTER 8

LEVELING & WEIGHING

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LEVELING

1. General

   A. The airplane must be level to permit an alignment check of airplane structure following hard landings and following structural repair or modification. The airplane must also be leveled for jacking to prevent side loads from being applied on jacks or pads, see figure 201.

2. Level Airplane

   A. Park airplane on level site (or approximately level).

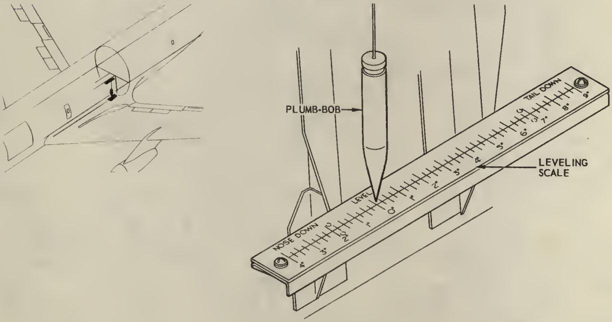
   B. Place main and stabilizing jacks in position and jack airplane until wheels clear ground.

   NOTE: Do not load stabilizing jacks.

   C. Attach plumb-bob to hook above leveling provision scale in left wheel well, see figure 201, so plumb-bob just clears scale.

   D. Adjust main jacks until plumb-bob is centered fore and aft and laterally on scale to indicate airplane is level.

   CAUTION: DO NOT OVERLOAD JACK PADS. BRING STABILIZING JACKS UP JUST ENOUGH TO LOAD THEM FOR STABILIZING.



Airplane Leveling Scale
Figure 201

WEIGHING

1. General

   A. The airplane is weighed after any modification work in which units have been deleted or added to the airplane to affect a change in center of gravity location. Weighing is required for gross weight computation and center of gravity location.

2. Tools and Equipment Required

   Cox and Stevens electric weighing unit (or equivalent).

3. Weigh Airplane

   A. Place a weighing cell on each of main jacks positioned under wing inboard jack positions and under fuselage aft jack position, figure 201. See also 7-1-1, figure 201.

      CAUTION: AIRPLANE MUST BE LEVEL AND JACKS ALIGNED TO PREVENT SIDE LOADS ON WEIGHING CELLS.

   B. Locate kit on a stand convenient for connecting to weighing cells on jacks.

   C. Connect indicating unit to operating electrical power source and allow tube filaments to warm up to operating temperature for approximately 45 minutes.

      CAUTION: FOLLOW OPERATING INSTRUCTIONS FURNISHED WITH WEIGHING KIT FOR PROPER VOLTAGE AND POLARITY.

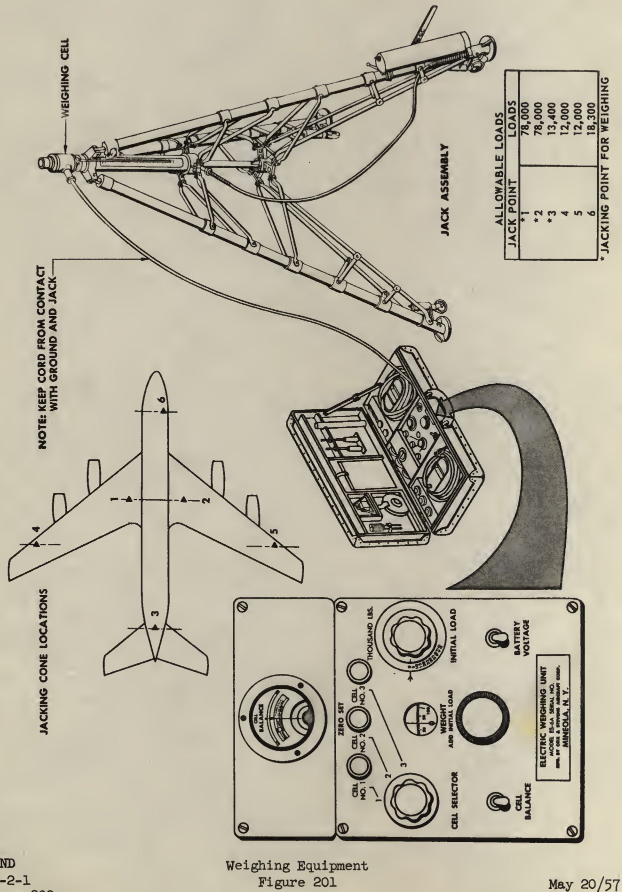
   D. Adjust indicators to zero setting for each weighing cell.

   E. Jack airplane by operating each jack simultaneously to keep airframe in level attitude as checked by leveling scale and plumb-bob in left main wheel well.

      CAUTION: OBSERVE JACK PRESSURE GAGES TO AVOID EXCEEDING LOAD LIMITATIONS ON JACK PADS. See 7-1-1, figure 201.

   F. When all tires clear ground, weighing cell load values may be read and recorded.

   G. Lower and reweigh airplane with weighing cells interchanged to check weight and accuracy of weighing cells.



ALLOWABLE LOADS

JACK POINT	LOADS
*1	78,000
*2	78,000
*3	13,400
4	12,000
5	12,000
6	18,300

*JACKING POINT FOR WEIGHING

Weighing Equipment
Figure 201

CHAPTER 9

TAXIING & TOWING

TABLE OF CONTENTS

TAXIING

1. General

   A. Taxiing of the airplane is no more difficult than taxiing any of large passenger airplanes presently in use. The main difference is that the swept wing configuration places wing tip farther back from pilot's line of sight which creates illusion of less span than that of straight wing airplane.

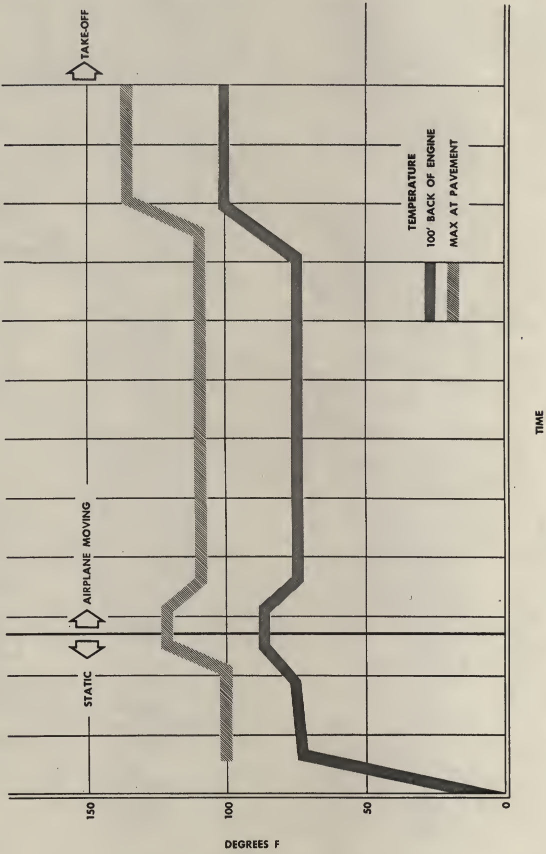
   B. The 138-foot 10-inch fuselage configuration actually gives an overall length of 143-feet 9-inches from nose tip to elevator trailing tip. Overall span is 130-feet 10-inches.

   C. The maximum taxi steering turning radius of nose gear is 58° on either side of center or a total of 116° turning angle.

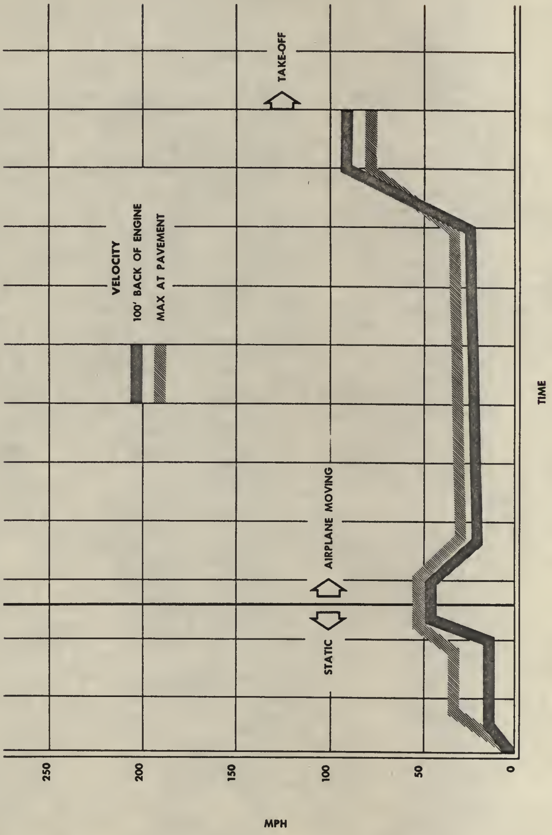
   D. It is anticipated that majority of maneuvering at terminals will require no more than 80% thrust and this power would be required only to start a static loaded airplane rolling with nose gear turned from center.

   E. The basis for engine run-up areas may be determined from information in figures 201, 202, 203, 204 and 205.

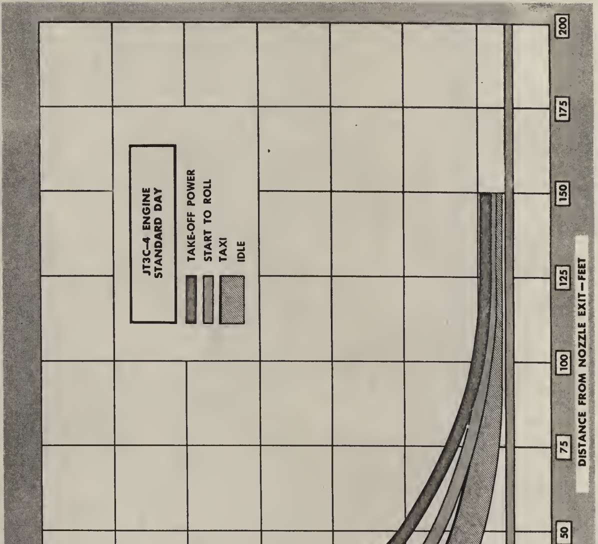
   F. In regard to foreign object damage picked up through engine (compressor) intakes, every effort should be made to maintain clean parking, taxiway and runup areas. This may be accomplished by cross sweeping with conventional sweepers or by use of heavy duty commercial vacuum cleaners. Studies made by NACA indicate that vortices, generated at engine inlet during some power conditions, may be capable of lifting foreign objects from concrete expansion joints or other ramp irregularities. Ingestion of some objects could cause severe engine damage.



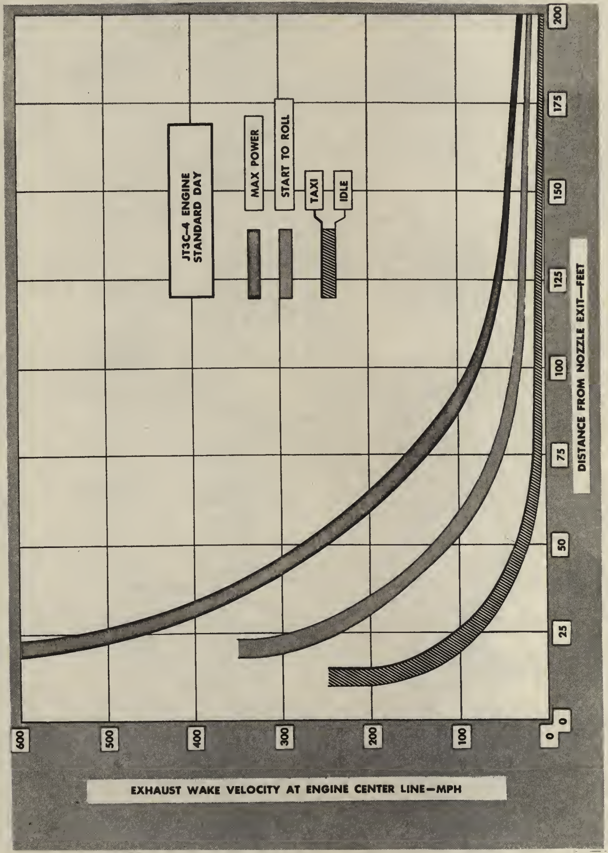
Typical Operating Temperature
Figure 201



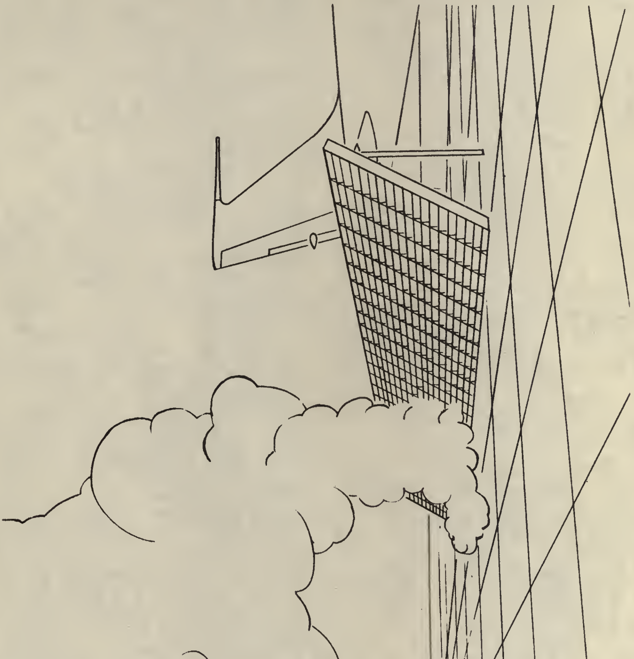
Typical Operating Velocities
Figure 202



Jet Exhaust Temperature
Figure 203



Jet Exhaust Velocities
Figure 204



Blast Fence
Figure 205

TOWING

1. General

A. A towing lug is provided on forward part of nose gear strut to which a tow bar can be attached. The lug is designed to attach to a tow bar which consists of a single 8" tube approximately 21 feet long and supported by two wheels when not attached to airplane. The bar connects to airplane with a single pin fitting and is used for towing, pushing and steering the airplane by using a standard type tug tractor.

B. Under towing conditions, the nose gear wheels must not be turned more than 58° on either side of center. If a sharper turn is desired, the nose gear torsion link pin may be disconnected, allowing nose gear wheels to rotate within 180°. Under this condition, the airplane can be turned within a 72-foot 8-inch radius or a minimum overall diameter of 156 feet. Without torsion link pin disconnected from steering collar, a maximum 58° turn would require a 101 foot radius or an overall turn diameter of 202 feet.

C. Towing lugs are also provided on forward and aft ends of each main gear truck for attachment of towing cables to aid in moving an airplane mired in snow or mud.

D. The tow load design for nose gear for pulling or pushing is 37,000 pounds. For each main gear, design tow load is 28,000 pounds. The draw bar load required to handle the airplane at 250,000 pounds gross weight on a 3% grade is 12,500 pounds. The torsional force required to rotate nose wheel with airplane in static condition on a dry concrete ramp is 60,000 inch-pounds maximum.

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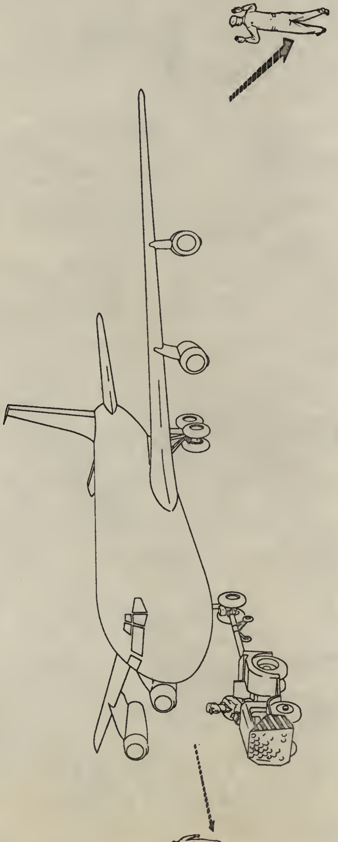
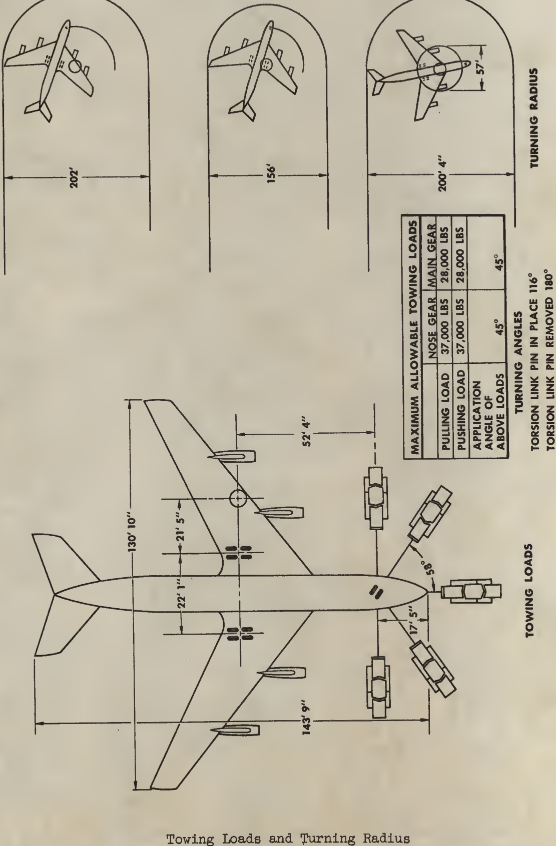


Typical Towing Arrangement
Figure 201

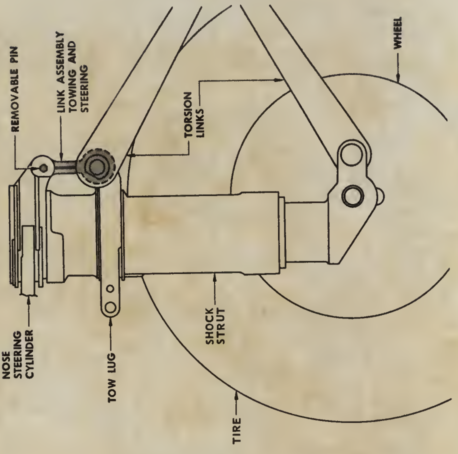


MAXIMUM ALLOWABLE TOWING LOADS		
	NOSE GEAR	MAIN GEAR
PULLING LOAD	37,000 LBS	28,000 LBS
PUSHING LOAD	37,000 LBS	28,000 LBS
APPLICATION ANGLE OF ABOVE LOADS	45°	45°

Towing Loads and Turning Radius
Figure 202

USAGE: FOR TOWING, PUSHING AND STEERING THE AIRPLANE USING STANDARD TUGS.

DESCRIPTION: SINGLE 8 INCH TUBE APPROXIMATELY 21 FEET LONG SUPPORTED, WHEN NOT CONNECTED TO THE AIRPLANE, BY TWO WHEELS. A LUNETTE EYE ATTACHES TO THE TUG. A DOUBLE PIN FITTING ATTACHES TO A REPLACEABLE COLLAR ON THE SHOCK STRUT.



REMOVABLE PIN AND LINK NOSE WHEEL STEERING

BAR ASSEMBLY AIRPLANE PUSHING AND TOWING

Towing Bar Attachments
Figure 203

MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM IGNITION | 0408 | PART NO. 313092 | PART NAME IGNITOR - SPARK | 1605

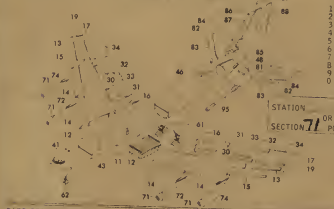
MANUFACTURER CHAMPION | 11583 | BASE OR OPERATOR COLUMBUS | 3C | A/C SERIAL 1509 | A/C HOURS UNK | DATE FAILED 3 10 9 (MO. DAY YR.)

MAN HOURS REQ. TO FIX AIRP CHECK ONE: 0 ½ | 3 2½ 5 | 6 20 50 | 9 25 500 | ½ 1 | 4 5 10 | 7 50 100 | R OVER 500 | 2 1 2½ | 5 10 20 | 8 100 250 | STATE NO IN REMARKS — UNK

PART HOURS SINCE: NEW / OVERHAUL — 85

EFFECT OF MALFUNCTION CHECK ONE: ● NONE; DELAY; TURNBACK; LENGTH IN REMARKS; V FLIGHT DEVIATION; C CANCELED; A ACCIDENT; I INCIDENT; E ELECT ODOR OR SMOKE; F FIRE; O OTHER REASON IN REMARKS

LOCATION SKETCH CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; 4 R OUTB'D; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION

SECTION 71 OR POSITION —

HOW FAILED: SEIZED — 5285

WHY FAILED: UNKNOWN. — 7000

MALFUNCTION OCCURED DURING 24

MALFUNCTION FOUND DURING 18

01 FABRICATION; 02 BENCH TEST; 03 INSTALLATION; 04 SYSTEM F...; 05 GROUND OPERATION; 06 PREFLIGHT; 07 STARTING; 08 TAXI; 09 TAKEOFF; 10 FLIGHT; 11 CLIMB; 12 CRUISE; 13 AIR REF; 14 DESCENT; 15 APPROACH; 16 LANDING; 17 SHUT DOWN; 18 POSTFLIGHT; 19 PERIODIC; 20 SPEC INSPECTION; 21 TRAN; 22 MODIFICATION; 23 OTHER; 24 UNKNOWN

DISPOSITION: 1 USED AS IS; 2 ADJUSTED; 3 REPAIRED ON A/C; 4 REPAIRED LOCALLY; NON REPAIRABLE; ● REPLACED; REPL'D, OLD PT. SCRAPPED; 8 REPL'D RET TO DEPOT MFR; 9 HELD FOR U R EXHIBIT; 0 OTHER

MAINTAINABILITY: ● NO COMMENT; INTERCHANGEABILITY Req... not met; 4 POOR; 5 INACCESSIBLE; ACCESSIBILITY 2 GOOD; 3 FAIR; 6 FREQUENT TROUBLE; 7 NUISANCE ITEM; 9 CAN BE INSTALLED FREQ. IS WRONG

NO FAILURES THIS RPT COVERS 1

REPORT SUBMITTED FOR: RECORD/INFO; ROUTINE ACTION; ● URGENT ACTION; SAFETY OF FLIGHT

PART SERIAL NUMBER —

REF CAT NO 2J-J57-54 | FIG. NO. 50 | INDEX NO. 24

CUSTOMER UR NO. CO-AFB 4228-59-20.

OTHER REF.

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback.

ROUTING

On postflight inspection - found spark ignitor (P/N 313092) seized to electrical lead (P/N 10-160116). Believed due to overtorquing and lack of lubrication on threads when installed.

EXTRACTED DIRECTLY FROM UR

1. On a routine training mission. Engine ignition was used for approximately twenty minutes.

2. On inspection in accordance with 2 AF Twx, DM4A-3738, the spark igniter (P/N 313092, T.O. 2J-J57-54, figure 50, indix 24) was found to be seized to electrical lead (P/N 10-16011', T.C. 2J-J57-54, figure 52, index 19).

3. Spark igniter (P/N 313092) and electrical lead (P/N 10-1600116) were removed and replaced.

AH

SERVICE ANALYSIS FILE

RLS 3/18

(OFFICE) R.L. Simons. SIGNATURE | 3/18/9 DATE | S-F-UP 22217 | SHT 1 OF 1

BAC 3590

6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL	SYSTEM	PART NO.	PART NAME
K35A	ENG IGNITION 0408	333115	IGNITION REAR MTG BRACKET 365

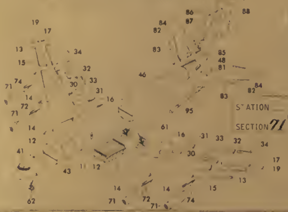
MANUFACTURER	BASE OR OPERATOR	A/C SERIAL	A/C HOURS	DATE FAILED
PRATWHIT 77445	CARSWELL 29	1436	UNKN	D 12 8

MAN HOURS REQ TO FIX AIRP (CHECK ONE): 4

PART HOURS SINCE: ● NEW / OVERHAUL — 198

EFFECT OF MALFUNCTION (CHECK ONE): ● NONE

LOCATION SKETCH — CHECK LOCATION AND POSITION



POSITION: 1 L OUTBD, 2 L INBD, 3 R INBD, 4 R OUTBD, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION

SECTION 71 OR POSITION —

HOW FAILED: 6070 CRACKED

WHY FAILED: 3355 VIBRATION

MALFUNCTION OCCURRED DURING: 24

MALFUNCTION FOUND DURING: 19

DISPOSITION: ● REPLACED

MAINTAINABILITY: ● [illegible]

FAILURES THIS RPT COVERS: 3

REPORT SUBMITTED FOR: ● ROUTINE ACTION

PART SERIAL NUMBER	REF. CAT. NO. 2J-J57-54 FIG. NO. 7 INDEX NO. 2	CUSTOMER UR NO CRAFB 7BW-58-204	OTHER REF.

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback

During periodic - three ignition unit rear mounting brackets were found cracked at the top aft end.

Cause - excessive vibration.

EXTRACTED DIRECTLY FROM UR

1. 100 hr. post flight was in progress.

2. While pulling 200 hr post flight, it was discovered that those ignition unit mount brackets were cracked at top aft end.

3. It is believed that excessive vibration is causing brackets to break.

4. Part was put on order ~~see~~ and broken bradkets will be replaced as soon as possible.

5. Recommend using more durable material.

ROUTING: SFC, DEP, CRF, RWR, RT, RDF, WEP, DMS, IBM, HH — SERVICE ANALYSIS FILE

RLS 1/12

(OFFICE)

SIGNATURE KO Henzler DATE 1/12/9

S-F-UR 24543 SHT 1 OF 1

BAC 3590 6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A SYSTEM IGNITION 0408 PART NO 313092 PART NAME IGNITOR-SPARK 1605

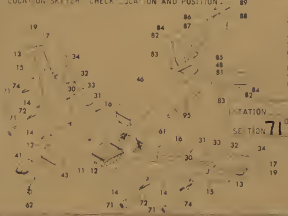
MANUFACTURER P+W 77445 BASE OR OPERATOR COLUMBUS 3C A/C SERIAL 2591 A C HOURS 62 DATE FAILED 3 17 9 (MO DAY YR)

MAN HOURS REQ TO FIX & RP CHECK ONE; OVER STATE NO IN REMARK: UNK

PART HOURS SINCE: NEW ● OVERHAUL 62

EFFECT OF MALFUNCTION CHECK ONE: NONE ●; FLIGHT DEVIATION; CANCELLED; ACCIDENT; INCIDENT; FLEET COOR OR SMOKE; FIRE; OTHER REASON IN REMARKS

LOCATION SKETCH CHECK LOCATION AND POSITION.



POSITION: 1 L OUTBD; 2 L INB; 3 R INB; 4 R OUTBD; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FOR; 0 AFT

STATION 71 OR SECTION 71 POSITION —

HOW FAILED: INOPERATIVE 1155

WHY FAILED: UNKNOWN 7000

MALFUNCTION OCCURRED DURING 10

MALFUNCTION FOUND DURING 18

PART POSITION: REPLACED ●

AVAILABILITY / ACCESSIBILITY: FREQUENT TROUBLE ●

NO FAILURES THIS RPT COVERS 1

REPORT SUBMITTED FOR: RECORD/INFO; ROUTINE ACTION; URGENT ACTION ●; SAFETY OF FLIGHT

PART SERIAL NUMBER —

REF CAT NO 2J-J57-54. FIG. NO 50 INDEX NO. 24

CUSTOMER UR NO CO-AFB 4228-SW-59-26.

OTHER REF FSR TWX COAFB-901ARS-59T.

REMARKS. Include background, symptoms, corrective action, recommendations or sketch, length of delay or turnback.

ROUTING
HH
SERVICE ANALYSIS FILE

On postflight inspection - found spark ignitor (P+W P/N 313092) (made by B.G. Corp). completely inoperative - apparently an internal failure. Removed and replaced.

EXTRACTED DIRECTLY FROM UR

On a routine training mission, engine ignition was used for approximately twenty minutes, continual usage.

On inspection after landing, in accordance with 2AF TWX, DM4A-3738, the spark igniter, P/N 313092. Figure 50, index 24, T.O. 2J-J57-54, was found to be completely inoperative.

Spark igniter, P/N 313092, was removed and replaced with like serviceable item. System checked out satisfactory.

(OFFICE) R.L. Simmons. SIGNATURE 3/18/9 DATE S-AF UR 22218 SHT 1 OF 1

BAC 3590 6-7000

HAF

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM IGNITION | 0408 | PART NO. 313092 | PART NAME PLUG-IGNITOR | 2315

MANUFACTURER CHAMPION 11583 | BASE OR OPERATOR CLINT-SHERM 1C | A/C SERIAL 58-015 | A C HOURS UNK | DATE FAILED 3 24 9 (MO. DAY YR.)

MAN HOURS REQ TO FIX AIRP (CHECK ONE): UNK — STATE NO IN REMARKS

PART HOURS SINCE: ● NEW / OVERHAUL — 9

EFFECT OF MALFUNCTION (CHECK ONE): ● NONE

LOCATION SKETCH — CHECK LOCATION AND POSITION

POSITION: 1 L OUTB'D, 2 L INB'D, 3 R INB'D, 4 R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, AFT

STATION OR SECTION 71 OR POSITION 2

HOW FAILED: INOPERATIVE 1155

WHY FAILED: UNKNOWN 7000

MALFUNCTION OCCURRED DURING 10

MALFUNCTION FOUND DURING 20

DISPOSITION: ● REPLACED

MAINTAINABILITY: ● FREQUENT TROUBLE

NO. FAILURES THIS REPT COVERS: 1

REPORT SUBMITTED FOR: ● URGENT ACTION

PART SERIAL NUMBER — | REF CAT. NO. / FIG NO. / INDEX NO. | CUSTOMER UR NO. C-S AFB 4122 SW-59-27. | OTHER REF.

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback

On acceptance inspection - found 1 ignitor plug - R. side #2 engine - inoperative. Slight corrosion found on plug. Possible internal failure.

EXTRACTED DIRECTLY FROM UR

1. Acceptance check was in progress.

2. During visual inspection, spark ignitor right side no. 2 engine was found to be slightly corroded. Ignitor did not seem to fire during buzz check. Ignitor did not fire during visual check with power on.

3. Removed and replaced with a like serviceable item.

ROUTING
HH
SERVICE ANALYSIS FILE
RLS 4/9

(OFFICE) | R.L Simons. SIGNATURE | 4/8/9 DATE | S-AF-UP 22234 | SHT 1 OF 1

BAC 3590 | 6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM IGNITION 0408 | PART NO 265015 | PART NAME COIL-IGNITION 0620

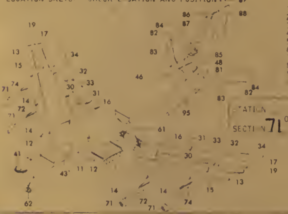
MANUFACTURER P&W 77445 | BASE OR OPERATOR COLUMBUS 3C | A/C SERIAL 1505 | A/C HOURS 64 | DATE FAILED 4 2 9

MAN HOURS REQ TO FIX AIRP CHECK ONE: UNK | STATE NO IN REMARKS

PART HOURS SINCE: ● NEW / OVERHAUL 64

EFFECT OF MALFUNCTION CHECK ONE: ● NONE / DELAY / TURNBACK / FLIGHT DEVIATION / CANCELLED / ACCIDENT / INCIDENT / ELECT. ODOR OR SMOKE / FIRE / OTHER — REASON IN REMARKS

LOCATION SKETCH CHECK LOCATION AND POSITION



POSITION: 1 L OUTBD, 2 L INBD, 3 R INBD, 4 R OUTBD, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, AFT

STATION —

SECTION 71 OR POSITION —

HOW FAILED INOPERATIVE 1155

WHY FAILED UNKNOWN 7000

MALFUNCTION OCCURRED DURING 10

MALFUNCTION FOUND DURING 18

DISPOSITION: ● REPLACED

MAINTAINABILITY: ● FREQUENT TROUBLE

NO FAILURE THIS RPT COVERS 1

REPORT SUBMITTED FOR: ● URGENT ACTION

PART SERIAL NUMBER —

REF CAT. NO 2J-J57-54 | FIG. NO 50 | INDEX NO. 15

CUSTOMER UR NO CO AFB 901 ARS-59-33.

OTHER REF TWX FSR COAFB-901ARS-74T.

REMARKS Include background, symptoms, corrective action, recommendations or sketch, length of delay or turnback.

On postflight - found ignition coil inoperative. Possible cause was extended use of ignition system beyond design limits, in accordance with existing AF regulations.

EXTRACTED DIRECTLY FROM UR

1. On routine training mission, engine ignition was used for approximately thirty minutes.

2. After landing the ignition system was inspected IAW 2 AF TWX DM 4A-3738. The outboard ignition unit, P/N 10-94149-1A, figure 50, item 15, T C. 2J-J57-54, was found to be inoperative. Possible cause of failure is the extended use of ignition system beyond designed limits. This is a sealed unit and is beyond our capability of investigation.

3. Unit removed and replaced with like serviceable item.

ROUTING
KEFG
RDE
IEM

HH
SERVICE ANALYSIS FILE

RLS 1/8

(OFFICE) R.L. Simons
SIGNATURE

4/8/9
DATE

S-FUP 22227
SHT 1 OF 1

BAC 3590 ®

6-7000

MAF

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM IGNITION 0408 | PART NO 313092 | PART NAME PLUG-IGNITOR 2315

MANUFACTURER P&W 77445 | BASE OR OPERATOR CLINTON-SHERMAN 1C | A/C SERIAL -031 | A/C HOURS UNK | DATE FAILED 4 22 9 (MO DAY YR)

MAN HOURS REQ TO FIX A/RP (CHECK ONE): 0 ... 1/2 1 ... 2 1/2 ... 3 ... 5 ... 5 10 ... 10 20 ... 100 ... 250 500 ... OVER 500 ... STATE NO IN REMARK — UNK

PART HOURS SINCE: ● NEW / OVERHAUL — 12

EFFECT OF MALFUNCTION (CHECK ONE): ● NONE; DELAY; TURNBACK; LENGTH IN REMARK; FLIGHT DEVIATION; CANCELLED; ACCIDENT; INCIDENT; ELECT ODOR OR SMOKE; FIRE; OTHER REASON IN REMARKS

LOCATION SKETCH CHECK LOCATION AND POSITION

POSITION: 1 INBD; 2 L INBD (circled); 3 R INBD; 4 R OUTBD (circled); 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION

SECTION 71 OR POSITION 2

HOW FAILED: CRACKED PART 6070

WHY FAILED: DESIGN FACTOR 2075

DISPOSITION: 1 USED AS IS; 2 ADJUSTED; 3 REPAIRED ON A/C; 4 REPAIRED LOCALLY; 5 NON REPAIRABLE; ● REPLACED; REPL OLD PT SCRAPPED; RET TO DEPOT MFR; HOLD FOR UR EXHIBIT; OTHER

MALFUNCTION OCCURED DURING 10

MALFUNCTION FOUND DURING 18

1 FABRICATION; 2 BENCH TEST; 3 INSTALLATION; 4 SYSTEM TEST; 5 ...; 6 PREFLIGHT; 7 STARTING; 8 TAXI; 9 TAKEOFF; 10 FLIGHT; 11 CLIMB; 12 CRUISE; ... OTHER; ... UNKNOWN

MAINTAINABILITY: ... [4] POOR; [5] INACCESSIBLE; ● FREQUENT TROUBLE; ... ITEM CAN BE INSTALLED WRONG; ... FAIR

NO FAILURES THIS RPT COVERS 2

REPORT SUBMITTED FOR: RECORD/INFO; ROUTINE ACTION; ● URGENT ACTION; SAFETY OF FLIGHT

PART SERIAL NUMBER — | REF CAT. NO. / FIG. NO. / INDEX NO. | CUSTOMER UR NO. 4123 SW-59-71. | OTHER REF.

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback

ROUTING
GF(C)
RDF
VEH
MDH
IBM
HH
SERVICE ANALYSIS FILE

RLS 5/5

On post flight - found 2 ignitor plugs with several cracks in the exposed ceramic section. Attributed to overheat resulting from prolonged ignition use.

EXTRACTED DIRECTLY FROM UR

1. Post flight was in progress in accordance with T.O. 1C-135A-6.

2. Visual inspection of the exposed ceramic section revealed several cracks.

3. Removed and replaced with a like serviceable item.

(OFFICE) R.L. Simons, SIGNATURE 5/5/9 DATE S-(F)UR 23438 SHT 1 OF 1

BAC 3590 6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MFE

MODEL	K35A
SYSTEM	IGNITION 0408
PART NO	313092
PART NAME	PLUG-IGNITOR 2315
MANUFACTURER	P&W 77445
BASE OR OPERATOR	BERGSTROM B7
A/C SERIAL	-006
A/C HOURS	UNK
DATE FAILED	4 20 9
MAN HOURS REQ TO FIX AIRP	UNK
PART HOURS	59 (NEW)
EFFECT OF MALFUNCTION	NONE
LOCATION	71
POSITION	4 (R OUTBD)
HOW FAILED	CRACKED PART 6070
WHY FAILED	DESIGN FACTOR 2075
MALFUNCTION OCCURRED DURING	10
MALFUNCTION FOUND DURING	18
DISPOSITION	REPLACED
STATION	71
SECTION	71
POSITION	4
NO. FAILURES THIS REPORT COVERS	1
REPORT SUBMITTED FOR	URGENT ACTION
PART SERIAL NUMBER	—
REF. CAT. NO. / FIG NO. / INDEX NO.	
CUSTOMER UR NO	4130 SW-59-170.
OTHER REF.	

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback

On postflight - found LH ignitor plug #4 engine cracked approx. 1/2 inch around upper flange. Operated 36 minutes on last flight.

EXTRACTED DIRECTLY FROM UR

1. Aircraft ignitor plugs being inspected during after flight inspection.

2. Inspection of plug from no. 4 combustion chamber on no. 4 engine was found cracked approximately one-half inch around upper flange. Ignitor plug operated for a total time of 36 minutes during last flight.

3. Defective plug removed and replaced with a like serviceable item.

ROUTING: SFE(?) / RLE / WEMS / MOH / IBM / HH

SERVICE ANALYSIS FILE

RLS 5/4

(OFFICE) R.L. Simons. SIGNATURE

5/4/9 DATE

S-F-UR 23435

SHT 1 OF 1

BAC 3390 R.

6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MA

MODEL K35A | SYSTEM IGNITION 0408 | PART NO 10-106700-1 | PART NAME UNIT- IGNITION 1610

MANUFACTURER BENDIX 77820 | BASE OR OPERATOR OFFUTT Ø1 | A/C SERIAL -008 | A/C HOURS UNK | DATE FAILED 4 28 9 (MO DAY YR)

MAN HOURS REQ TO FIX AIRP (CHECK ONE): 0 / 1 1/2 / 2 1 2 / 3 2 1/2 5 / 4 5 10 / 5 10 20 / 6 20 50 / 7 50 / 8 100 / 9 250 500 / R OVER / STATE IN REMARKS — UNK

PART HOURS SINCE: ● NEW / OVERHAUL — 83

EFFECT OF MALFUNCTION (CHECK ONE): ● NONE / D DELAY / T TURNBACK (LENGTH IN REMARK) / V FLIGHT DEVIATION / C CANCELED / A ACCIDENT / I INCIDENT / E EXCESS ODOR OR SMOKE / F FIRE / O OTHER (REASON IN REMARKS)

LOCATION SKETCH - CHECK LOCATION AND POSITION

POSITION: 1 L OUTB'D / 2 L INB'D / 3 R INB'D / 4 R OUTB'D / 5 LEFT / 6 RIGHT / 7 UPPER / 8 LOWER / 9 FORE / 0 AFT

STATION — SECTION 71 OR POSITION —

HOW FAILED: INOPERATIVE 1155

WHY FAILED: DESIGN FACTOR 2075

MALFUNCTION OCCURRED DURING 10

MALFUNCTION FOUND DURING 18

01 FABRICATION / 02 MAINTENANCE / 03 INSTALLATION / 04 SYSTEM FUNCTIONAL / 05 GROUND OPERATION / 06 PREFLIGHT / 07 STARTING / 08 TAXI / 09 TAKEOFF / 10 FLIGHT / 11. CLIMB / 12. CRUISE / 13 AERIAL REF / 14 DESCENT / 15 APPROACH / 16 LANDING / 17 SHUTDOWN / 18 POSTFLIGHT / 19 PERIODIC / 20 INSPECTION / 21 ... / 22 ... / 23 OTHER / 24 UNKNOWN

DISPOSITION: 1 USED AS IS / 2 ADJUSTED / 3 REPAIRED ON A/C / 4 REPAIRED LOCALLY / 5 NON REPAIRABLE / ● REPLACED / REPLACED PT SCRAPPED / REPLACED RET TO DEPOT/MFR / HELD FOR UR EXHIBIT / OTHER

MAINTAINABILITY: ... 4 POOR / 5 INACCESSIBLE / ● FREQUENT TROUBLE / ... ANCE ITEM / CAN BE INSTALLED ... IS WRONG / ... FAIR

NO. FAILURES THIS RPT COVERS 1

REPORT SUBMITTED FOR: RECORD/INFO / ROUTINE ACTION / ● URGENT ACTION / SAFETY OF FLIGHT

PART SERIAL NUMBER —

REF. CAT. NO. / FIG. NO / INDEX NO.

CUSTOMER UR NO. 3902 ABW-59-76.

OTHER REF.

REMARKS: Include background, symptoms, corrective action, recommendations or sketch, length of delay or turnback

On postflight - found one ignition unit inoperative. Ignition was 'ON' for 35 minutes on last flight.

EXTRACTED DIRECTLY FROM UR
****

1. Ignition unit was used thirty-five (35) minutes during flight.

2. Unit was ground checked after flight and found defective.

3. Removed and replaced with serviceable like item.

ROUTING

GF(?)

RVF

...

MGH

IBM

HH

SERVICE ANALYSIS FILE

RLS 5/6

(OFFICE) R.L. Simons. SIGNATURE 5/6/9 DATE

S-FUR 23439

SHT 1 OF 1

BAC 3590

6-7000

MFE

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL: K35A | SYSTEM: IGNITION 0408 | PART NO: 10-106700-1 | PART NAME: UNIT- IGNITION 1610

MANUFACTURER: BENDIX 71820 | BASE OR OPERATOR: CASTLE C4 | A C SERIAL: 1422 | A C HOURS: UNK | DATE FAILED: 4 28 9

MAN HOURS REQ TO FIX AIRP: UNK

PART HOURS SINCE: NEW — UNK

EFFECT OF MALFUNCTION: NONE

LOCATION SKETCH: 71

POSITION: 1 L OUTBD

STATION: SECTION 71 POSITION 1

HOW FAILED: INOPERATIVE 1155

WHY FAILED: UNKNOWN 7000

MALFUNCTION DISCOVERED DURING: 10

MALFUNCTION FOUND DURING: 18

DISPOSITION: REPLACED

MAINTAINABILITY: REPLACEMENT INTERCHANGEABILITY

NO FAILURES THIS RPT COVERS: 1

REPORT SUBMITTED FOR: URGENT ACTION

PART SERIAL NUMBER: 52998

REF CAT. NO. / FIG. NO. / INDEX NO.

CUSTOMER UR NO: 93 BW-59-208.

OTHER REF.

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback

In flight - #1 engine ignition circuit breaker tripped and could not be reset. On postflight - found ignition unit inoperative. Unknown internal failure.

EXTRACTED DIRECTLY FROM UR

1. In flight on routine training mission.

2. Observed that no. 1 engine ignition circuit breaker on switch D-C bus panel hand opened. A no. of attempts were made to reset the circuit breaker but it would not remain the the close position. After flight investigation by audible and visual check, revealed that right hand ignition unit failed to operate.

3. Replaced ignition unit and difficulty corrected.

ROUTING: GF(2), RDF, EPR, MCA, ICM, BH, SERVICE ANALYSIS FILE

RLS 5/6

(OFFICE) R.L. Simons. — SIGNATURE

5/6/9 — DATE

S.A.F.U.R. 23440

SHT 1 OF 1

BAC 3990 R

6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

Field	Entry
MODEL	K35A
SYSTEM	WATER INJECT 0411
PART NO	34E16-1-A
PART NAME	WATER PUMP 2340
MANUFACTURER	BENDIX 06848
BASE OR OPERATOR	CASTLE 30
A.C SERIAL	3645
A.C HOURS	UNKN
DATE FAILED	1 7 9
MAN HOURS REQ TO FIX AIRP	U
PART HOURS SINCE NEW	8
EFFECT OF MALFUNCTION	NONE
LOCATION SKETCH POSITION	0 R INBD
STATION / SECTION 71 OR POSITION	3
HOW FAILED	CRACKED (IMPELLER HOUSING) 6070
WHY FAILED	UNKNOWN 8
MALFUNCTION OCCURRED DURING	09
MALFUNCTION FOUND DURING	18
DISPOSITION	HELD FOR U.R. EXHIBIT
MAINTAINABILITY	NO COMMENT
FAILURES THIS RPT COVERS	1
REPORT SUBMITTED FOR	ROUTINE ACTION
PART SERIAL NUMBER	514 U
REF. CAT. NO.	10
FIG. NO.	4-24
INDEX NO.	90
CUSTOMER UR NO.	CAFB 93BW-59-8
OTHER REF	DC 8-53461

REMARKS Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback

On postflight - #3 engine water pump impeller housing was found cracked 270 degrees around the circumference.

Cause - unknown

EXTRACTED DIRECTLY FROM UR

1. Afterflight inspection following 8 hours flight and wet take-off during which water injection appeared to function normally.

2. Water pump impeller housing. The crack extended approximately 270° around the circumference.

3. Exhibit parts being replaced.

ROUTING: SFC, VEP, CRT, FUR, FE, ..., WEM, CM, ..., RLS, ..., HH, SERVICE ANALYSIS FILE

RLS 1/14

(OFFICE)

SIGNATURE KO Hengler DATE 1/14/9

S.A. 21648 SHT 1 OF 1

BAC 3590 6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

HR

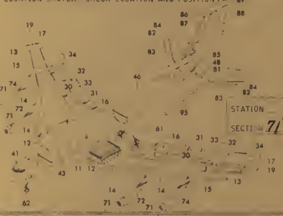
K35A	SYSTEM WATER INJECT 0411	PART NO TT 118600-1		PART NAME WATER PUMP	2340
MANUFACTURER THOMPSON 59875		BASE OR OPERATOR LORING 61	A/C SERIAL 3606	A C HOURS UNKN	DATE FAILED N 10 8

MAN HOURS REQ TO FIX AIRP CHECK ONE: 0 0-½ / 1 ½-1 / 2 1 2½ / 3 2½-5 / 4 5-10 / 5 10-20 / 6 20-50 / 7 50-100 / 8 100-250 / 9 250-500 / R OVER 500 / STATE NO IN REMARKS — U

PART HOURS SINCE: ● NEW / OVERHAUL — 234

EFFECT OF MALFUNCTION CHECK ONE: ● NONE / DELAY / TURNBACK / LENGTH IN REMARKS / FLIGHT DEVIATION / CANCELLED / ACCIDENT / INCIDENT / EJECT ODOR OR SMOKE / FIRE / OTHER / REASON IN REMARKS

LOCATION SKETCH CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D, 2 L INB'D, 3 R INB'D, 4 R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION OR SECTION 71 POSITION -

HOW FAILED 4015 BLADES BINDING

WHY FAILED 1106 FAILURE OF COMPONENT PART

MALFUNCTION OCCURRED DURING 24

MALFUNCTION FOUND DURING 18

DISPOSITION: 1 USED AS IS, 2 ADJUSTED, 3 REPAIRED ON A/C, 4 REPAIRED LOCALLY, 5 NON REPAIRABLE, ● REPLACED, REPL'D OLD PT SCRAPPED, REPL'D RET TO DEPOT/MFR, HELD FOR UR EXHIBIT, 0 OTHER

MAINTAINABILITY: ● ... 4 POOR ...

NO. FAILURES THIS ATT OVER 1

REPORT SUBMITTED FOR: RECORD/INFO, ● ROUTINE ACTION, URGENT ACTION, SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT NO	CUSTOMER UR NO.	OTHER REF.
PP-830 A	REF. CAT NO -10 FIG NO. 4-24 INDEX NO. 90	LAFB 42 BW-58-2300	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

ROUTING
AGFC
DEP
CRT
RWR
FT
RDF
WEB
DMS
IBM
AHH
SERVICE ANALYSIS FILE

RCS 12/23

On postflight - the water pump blades were noted binding.

Cause - bearing failure

EXTRACTED DIRECTLY FROM UR

1. Aircraft undergoing postflight inspection.

2. Pump blades hard to move and blades binding.

3. Bearing failure.

4. Removed and replaced with serviceable pump. Defective item turned into supply for disposition and repair.

5. Manufacturer be advised and necessary action be taken to preclude future failures.

(OFFICE) SIGNATURE KO Henzler DATE 12/22/8

S-FUR 24514

SHT 1 OF 1

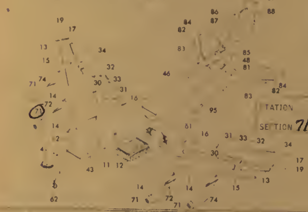
BAC 3590 6-7000

MAF

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

K35A	SYSTEM WATER INJECT 0411	PART NO 35-297	PART NAME AIR SHUTOFF VALVE	3400
MANUFACTURER HYDROAIR 81982	BASE OR OPERATOR LORING 61	A/C SERIAL 3622	A/C HOURS UNKN	DATE FAILED 9 29 8
MAN HOURS REQ TO FIX AIRP: UNK	PART HOURS SINCE NEW / OVERHAUL: 0			

LOCATION SKETCH — CHECK LOCATION AND POSITION



STATION
SECTION 71 OR POSITION 3

HOW FAILED 1155
INOPERATIVE

WHY FAILED 2060
CIRCUIT POOR

MALFUNCTION ... 18
MALFUNCTION FOUND DURING 18

1

PART SERIAL NUMBER —

REF CAT. NO. -10
FIG. NO. 4-24
INDEX NO. 103

CUSTOMER UR NO LAFB
42BW-58-1630

OTHER REF.

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback

ROUTING
NGF(2)
DEP
CRJ
RWR
RT
RDF
WEN
LH
IBM
HH
SERVICE ANALYSIS FILE

During routine check — #3 engine air shut-off valve failed to operate.

Cause — bad electrical connection.

EXTRACTED DIRECTLY FROM UR
****

1. Routine water injection sheek.

2. During routine water injection check, valve part no 1650-628-2988 on no. 3 engine failed to operate.

3. Electrical connection bad, valve would not open.

4. Valve removed and replaced with like serviceable item. Defective item being held for disposition instructions.

5 Recommend a teardown and study be made of item to determine cause of failure.

✓RLS 12/10

(OFFICE)

SIGNATURE K O Aenzler 12/9/8 DATE

S-(F)UR 24411
SHT 1 OF 1

BAC 3590

6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MA

MODEL: K35A | SYSTEM: ENG STARTER 0407 | PART NO: 130R2101-1-5 | PART NAME: FAS COMPRESSOR 0640
MANUFACTURER: CORNELUS 14650 | BASE OR OPERATOR: CARSWELL C3 | A/C SERIAL: 1497 | A C HOURS: UNK | DATE FAILED: 6 19 9

MAN HOURS REQ TO FIX AIRP (CHECK ONE): UNK
PART HOURS SINCE: NEW / OVERHAUL 148
EFFECT OF MALFUNCTION (CHECK ONE): NONE

LOCATION SKETCH (CHECK LOCATION AND POSITION): 0
POSITION: 0
STATION / SECTION 74 OR OUTLINE 4

HOW FAILED: 1037 CKT BKR TRIPPED
WHY FAILED: 7000 UNK

MALFUNCTION OCCURRED DURING: 24
MALFUNCTION FOUND DURING: 18

DISPOSITION: REPLACED
MAINTAINABILITY: [marked]
NO. FAILURES THIS RPT COVERS: 1
REPORT SUBMITTED FOR: URGENT ACTION

PART SERIAL NUMBER: 130-21728
REF CAT. NO. 1C-135(K)A-4 | FIG NO. 1122 | INDEX NO. 25
CUSTOMER UR NO: 7BW 59-226
OTHER REF.:

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback.

ROUTING
WBK
RGFG
RDF
WEB/DRC
MGH
IBM
HH

SERVICE ANALYSIS FILE

RLS 6/30

DURING POSTFLIGHT INSPECTION C/B FOUND TRIPPED - RESET, AND TRIPPED AGAIN. OIL FOUND DIS-COLORED TO A DARK BROWN. SUSPECT OIL STARVATION OR OVERHEAT. OIL QUANTITY LEVEL CHECK O.K.

EXTRACTED DIRECTLY FROM UR

1. On postflight inspection the circuit breakers on the fuel air starter compressor were out.

2. The circuit breakers were reset and they popped again. Upon inspection the compressor was found to be frozen up. The oil quantity was checked and found to be fully serviced. The oil was discolored to a dark brown. The oil was checked prior to flight, the color was normal.

3. Cause of malfunction is probable, oil starvation or excessive heat caused the malfunction.

4. Compressor was replaced with serviceable compressor, system was checked and operated normal. The defective compressor was turned into regular supply channels for repair.

5. Recommend that test be run on the lubricating system on the compressors to determine if the lubrication is at fault.

(OFFICE) SIGNATURE D. H. Wilson DATE 6/30/9

S-FUP 19279

SHT 1 OF 1

BAC 3580

6-7000

ENGINE

MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

BUTTERFLY AIR

MODEL	SYSTEM		PART NO	PART NAME
K35A	ANTI-ICING	0410	119165	SHUTOFF VALVE 3400

MANUFACTURER	BASE OR OPERATOR	A.C SERIAL	A.C HOURS	DATE FAILED
WHITTAKER 79550	LORING 61	3625	UNKN	6 9 8

MAN HOURS REQ TO FIX AIRP: U

PART HOURS SINCE: NEW — 85

EFFECT OF MALFUNCTION: NONE

HOW FAILED: 4155 INOPERATIVE

1542 SHORT CIRCUIT

DISPOSITION: REPLACED

MALFUNCTION OCCURRED DURING: 24

MALFUNCTION FOUND DURING: 24

STATION OR SECTION 71 POSITION —

REPORT SUBMITTED FOR: POSITIVE ACTION

PART SERIAL NUMBER	REF CAT. NO.	CUSTOMER UR NO	OTHER REF
—	2J-157-54 FIG. NO. 65 INDEX NO. 9	LAFB 42BW-58-854	

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback

ROUTING
RJ
IBM
HH
SERVICE ANALYSIS FILE

Valve operated normally until circuit breaker popped, Resets were unsuccessful.

Cause - internal short within the valve actuator.

EXTRACTED DIRECTLY FROM UR

1. Valve operated normally until circuit breaker popped Circuit breaker was reset several times and would pop when anti-icing valve switch was actuated.

2. Internal short within the valve actuator.

3. Unknown.

4. Removed and replaced with serviceable item Defective item turned into supply.

5. Continued evaluation of this unit be made to perfect reliability of this valve.

RCS 1/11

(OFFICE)

SIGNATURE KO Henzler DATE 11/10/8 S-FUR 24243 SHT 1 OF 1

BAC 3590 6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MA

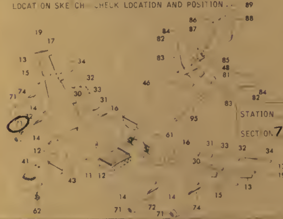
MODEL K35A | SYSTEM WATER INJECT 0411 | PART NO 266049 | PART NAME W/I INLET CONTROL ASSY 680

FAILURE PRATWHIT 77445 | BASE OR OPERATOR WESTOVER 97 | A/C SERIAL 3650 | A/C HOURS UNKN | DATE FAILED N 7 8

PART HOURS SINCE NEW OVERHAUL 167

MAN HOURS REQ TO FIX AIRP: U

LOCATION ON SKETCH CHECK LOCATION AND POSITION



POSITION 1 L OUTBD 2 L INBD 3 R INBD 4 R OUTBD 5 LEFT 6 RIGHT 7 UPPER 8 LOWER 9 FORE 0 AFT

STATION

SECTION 71 OR POSITION 3

HOW FAILED 2238 BROKEN

WHY FAILED 7000 UNKNOWN

MALFUNCTION OCCURED DURING 24

MALFUNCTION FOUND DURING 18

PART SERIAL NUMBER

REF CAT NO 2J-J57-54
FIG. NO 61
INDEX NO. —

CUSTOMER UR NO WAFB 4050ARW-58-411

OTHER REF.

THIS ITEM COVERS /

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback

ROUTING
FQ
KUF
JEP
DAS
EM
HH
SERVICE ANALYSIS FILE

RCS 2/6

During postflight - found W/I injection control assy on #3 engine with an upper mounting flange broken below the mounting hole.

~~EXTRACTED DIRECTLY FROM UR~~

1. Aircraft was undergoing a routine postflight inspection.

2. During the postflight inspection it was discovered that the upper mounting flange was broken below the mounting hole of no. 3 engine's water injection control valve.

3. Overtorque of mount bolt, misalignment, or engine heat expansion.

4. Broken control assembly was removed and replaced with a like serviceable item. Broken item held as UR exhibit.

5. A possible change in the torque requirement table for the upper mounting flange or manufacture control out of better material.

6. Copy of this UR to be forwarded to FPRC, BAC, Seattle 14, Washington.

(OFFICE)

SIGNATURE KO Henzler DATE 2/5/9

S-AF-UP 21444

SHT 1 OF 1

BAC 3590 | 6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MA

MODEL K35A	SYSTEM WATER INJECT 0411	PART NO 69-8900	PART NAME W/I PUMP BRACKET 365
MANUFACTURER ROHR-AIR 51563	BASE OR OPERATOR TINKER 94	A/C SERIAL UNKN	A C HOURS UNKN · DATE FAILED 1 14 9
MAN HOURS REQ TO FIX AIRP. U	PART HOURS SINCE NEW / OVERHAUL 319	EFFECT OF MALFUNCTION: NONE	
LOCATION SKETCH, CHECK LOCATION AND POSITION	STATION / SECTION 71	HOW FAILED 6070 CRACKED	DISPOSITION: REPLACED
		WHY FAILED 7000 UNKNOWN	
		MALFUNCTION OCCURRED DURING 24	
		MALFUNCTION FOUND DURING 22	NO. FAILURES THIS REP. COVERS 2
			REPORT SUBMITTED FOR: ROUTINE ACTION
PART SERIAL NUMBER	REF CAT NO -10 · FIG NO 4-24 · INDEX NO. 99	CUSTOMER UR NO TINKER AFB 59-20	OTHER REF.

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback.

ROUTING
DAS
HH
SERVICE ANALYSIS FILE
RLS 2/4

Operation "quick switch" — water injection pump bracket was found cracked upon removal of water pump.

Cause - unknown

EXTRACTED DIRECTLY FROM UR

1. Engine received in shops for Project Quick Switch.

2. When water pump was removed, it was noted that subject Support Bracket, P/N 69-8900, was cracked. (See enclosed Photo Nr 2640F).

3. Unknown. This bracket is a replacement for bracket that had failed previously, and was manufactured as a stronger replacement for 56 series. KC-135 Acft.

4. Replaced with like serviceable item.

5. Recommend that an investigation be conducted to determine if this is an isolated case, or failures are still being encountered.

(OFFICE) SIGNATURE KO Henzler DATE 2/4/9 S-(F)UP 21436

SHT 1 OF 1

BAC 3580 · 6-7000

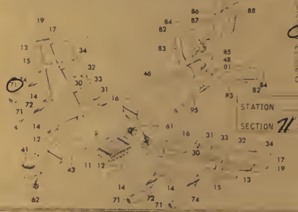
MA

ENG

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A	SYSTEM IGNITION 0408	PART NO 10-106700-1D	PART NAME IGNITION 1610
MANUFACTURER BENDIX 77820	BASE OR OPERATOR GRIFFISS 8G	A/C SERIAL 0030	A/C HOURS UNK
DATE FAILED 6 18 9	MAN HOURS REQ TO FIX AIRP: UNK	HOURS SINCE: NEW 112	EFFECT OF MALFUNCTION: NONE

LOCATION SKETCH — CHECK LOCATION AND POSITION



POSITION: 4 R OUTB'D

STATION

SECTION 71 POSITION 4

HOW FAILED 1155 — INOPERABLE

WHY FAILED 7000 — UNK

MALFUNCTION OCCURED DURING 24

MALFUNCTION FOUND DURING 04

DISPOSITION: HELD FOR UR EXHIBIT

MAINTAINABILITY: NO COMMENT

NO FAILURES THIS RPT COVERS: 1

REPORT SUBMITTED FOR: URGENT ACTION

PART SERIAL NUMBER	REF CAT. NO.	CUSTOMER UR NO.	OTHER REF.
45947	3J-357-54, FIG NO. 52, INDEX NO 1	4039-SW-59-163	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

ROUTING: ICF(2), RDF, WEP/IRS, MCH, IBM, HH — SERVICE ANALYSIS FILE — RLS 7/1

DURING FUNCTIONAL TEST OF IGNITION SYS. IGNITION PLUG IN NO. 5 CAN FAILED TO FIRE. INVESTIGATION DISCLOSED IGNITION UNIT BAD. UNIT BEING HELD AS UR EXHIBIT.

EXTRACTED DIRECTLY FROM UR

1. Postflight inspection in progress.

2. During functional test of the ignition system in accordance with T.O. 1C-135 (K)A-2-4 paragraph 6-4, it was noted that the igniter plug mounted in number five burner can failed to fire. Further investigation and inspection disclosed that the ignition unit P/N 10-106700-1D was defective. At the present time facilities are not available for bench check of this unit.

3. Unknown.

4. Defective ignition unit replaced with like serviceable item. This action corrected the difficulty. Subject item being held for disposition instructions.

5. Due to the fact that the subject item is of the latest configuration, recommend a study be conducted on the exhibit item to determine the exact cause of failure.

S-AF UP 19256

(OFFICE) SIGNATURE D. K. Wilson DATE 6/26/9 SHT 1 OF 1

BAC 3390 6-7000

MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

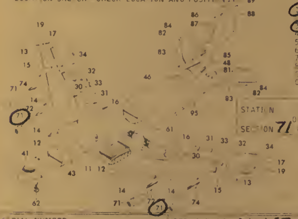
ENGINE — AIR FRONT TUBE

K35A	SYSTEM ANTI-ICE	0410	PART NO. 182213	PART NAME GASKET — 1360
MANUFACTURER PRATWHIT 77445	BASE OR OPERATOR CARSWELL 29	A/C SERIAL 1466	A/C HOURS UNKN	DATE FAILED D 10 8

MAN HOURS REQ TO FIX AIRP — U

PART HOURS SINCE — NEW — 116

LOCATION SKETCH — CHECK LOCATION AND POSITION



POSITION: 1 OUTBD, 2 L INBD, 3 R INBD, 4 R OUTBD, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION

SECTION 71 — POSITION 1

HOW FAILED: 6040. BLOWN

WHY FAILED: 1495 OVERHEAT & PRESSURE.

24

18

TAKEOFF, FLIGHT, CLIMB, UNKNOWN

2

REPORT SUBMITTED FOR: RECORD/INFO, ROUTINE ACTION, URGENT ACTION, SAFETY OF FLIGHT

PART SERIAL NUMBER	REF CAT. NO	CUSTOMER UR NO	OTHER REF.
—	2J-157-54; FIG. NO. 66; INDEX NO. 4	CRAFB 7BW-58-222	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback

ROUTING
AF(2)
DEP
CRT
RWR
RT
RDF
~~WEF~~ DRS
DMS
IBM
HH
SERVICE ANALYSIS FILE

On postflight – the anti-icing air front tube gaskets on engines #1 and #3 were found blown.

Cause – Excessive heat and pressure.

EXTRACTED DIRECTLY FROM UR
****

1. 100 hour postflight inspection was in progress.

2. During the inspection of the number three and number one engines, the following anti-icing gaskets were found blown:

   a. 0245-2840-641-7370, left and right side.
   b. 0245-2840-641-5918, left and right side.

3. Excessive heat and pressure.

4. Removed blown gaskets and replaced them with serviceable like item.

5. Use more durable materials.

RLS 12/23

(OFFICE)

SIGNATURE KO Henzler — DATE 12/22/8 — S-FUR 24520 — SHT 1 OF 1

BAC 3390 — 6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

ENGINE

TFL	SYSTEM		PART NO	PART NAME
K35A	ANTI-ICING	0410	119165	BUTTERFLY AIR SHUTOFF VALVE 3400

MANUFACTURER		BASE OR OPERATOR		A C SERIAL	A C HOURS	DATE FAILED
WHITTAKER	79550	LORING	61	3617	UNKN	9 23 8

MAN HOURS REQ TO FIX AIRP (CHECK ONE): U

PART HOURS SINCE NEW / OVERHAUL: 210

EFFECT OF MALFUNCTION (CHECK ONE): NONE

LOCATION SKETCH CHECK LOCATION AND POSITION

STATION OR SECTION 71 OR POSITION —

HOW FAILED: INTERMITTENT OPERATION 4168

WHY FAILED: UNKNOWN 8

MALFUNCTION OCCURED DURING: 19

MALFUNCTION FOUND DURING: 19

DISPOSITION: REPLACED

ROUTINE ACTION

FAILURE RPT OVERS: 2

PART SERIAL NUMBER	REF CAT. NO	CUSTOMER UR NO	OTHER REF
—	2J-J57-54; FIG NO. 65; INDEX NO. 9	LAFB 42BW-58-1494	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback.

At periodic - butterfly shutoff valve operated intermittently.

Cause - unknown

EXTRACTED DIRECTLY FROM UR
****

1. Aircraft undergoing periodic inspection.

2. Butterfly won't operate properly - butterfly operates intermittently.

3. Unknown.

4. Removed and replaced with like serviceable item. Old valve turned into supply for disposition.

5. Recommend manufacture be advised of this condition and take necessary action.

ROUTING: KGF(?) / DEP / CRT / RWR / RT / RDF / WEP / DMS / BAI / HH

SERVICE ANALYSIS FILE

RCS 1/9

(OFFICE)

SIGNATURE KO Hengler DATE 1/9/9

S-AF-UR 24535

SHT 1 OF 1

MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL	SYSTEM	PART NO	PART NAME
K35A	ENGINE FUEL & POWER 0405	330290	AJA4 FUEL CONTROL 0680

MANUFACTURER	BASE OR OPERATOR	A/C SERIAL	A/C HOURS	DATE FAILED
BENDIX 06848	CLINTON-SHERMAN IC	-040	UNK	6 5 9

MAN HOURS REQ TO FIX AIRP (CHECK ONE): [0] 0 – 2 [1] 1 [2] 2 [3] 2 – 5 [4] 5 – 10 [5] 10 – 20 [6] 20 – 50 [7] 50 – [8] 100 – [9] 500 OVER, STATE IN REMARKS — UNK

PART HOURS SINCE: ● NEW / OVERHAUL — 46

EFFECT OF MALFUNCTION (CHECK ONE): ● NONE; DELAY; TURNBACK; LENGTH / REMARK; FLIGHT DEVIATION; ACCIDENT; INCIDENT; FUEL ODOR OR SMOKE; FIRE; OTHER REASON IN REMARKS

LOCATION SKETCH — CHECK LOCATION AND POSITION

POSITION: ◯ OUTBD; 2 L INBD; 3 R INBD; 4 R OUTBD; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION

SECTION 71 OR POSITION 1

HOW FAILED 4126
REGULATION IMPROPER

WHY FAILED 7000
UNK

MALFUNCTION OCCURRED DURING 10
MALFUNCTION FOUND DURING 18

01 FAB; 02 ...; 03 INSTALLATION; 04 SYSTEM FUNCTION; 05 GROUND OPERATION; 06 PREFLIGHT; 07 STARTING; 08 TAXI; 09 TAKE OFF; 10 FLIGHT; 11 CLIMB; 12 CRUISE; ... LANDING; ... POSTFLIGHT; ... PERIODIC; 20 SPEC INSPECTION; 21 TRAN; 22 MODIFICATION; 23 OTHER; 24 UNKNOWN

DISPOSITION: 1 USED AS IS; 2 ADJUSTED; 3 REPAIRED ON A/C; 4 REPAIRED LOCALLY; 5 NON REPAIRABLE; ● REPLACED; REPL'D OLD PT SCRAPPED; REPL'D RET. TO DEPOT/MFR; HELD FOR U R EXHIBIT; 0. OTHER

MAINTAINABILITY: ● COMMENT; 4 POOR; 5 INACCESSIBLE; 6 RECURRENT TROUBLE; ACCESSIBILITY; 2 GOOD; 3 FAIR; 7 ... ANCE ITEM CAN BE INSTALLED; FREQ IS WRONG

FAILURES THIS RPT COVERS: 1

REPORT SUBMITTED FOR: RECORD/INFO; ROUTINE ACTION; ● URGENT ACTION; SAFETY OF FLIGHT

PART SERIAL NUMBER	REF CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
181838		4123 SW 59-148	

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback

ROUTING
SFG
RDF
WEM DRS
MOH
IPM
HH SERVICE ANALYSIS FILE

RLS 6/18

WHILE ENTERING TRAFFIC PATTERN No. 1 ENG. QUIT. GROUND CHECK REVEALED ENG. O.K. UP TO 85% – THEN WOULD SHUT ITSELF DOWN.

SUSPECT FAILURE OF PT4 SENSING SYSTEM.

EXTRACTED DIRECTLY FROM UR

1. ACFT was entering traffic pattern after completion of flight.

2. Pilot reported that the no 1 engine failed in pattern. Loss of EPR, RPN, oil pressure, and fuel flow. Ground run revealed that engine operation was OK to eight-five percent, at that point the engine shut itself down.

3. The AJA4 fuel control, S/N 181838 was replaced with a like SVC item. Engine checked out OK with new AJA4.

S-DUP 19216

(OFFICE) D. K. Wilson
SIGNATURE

DATE 6/18/9 SHT 1 OF 1

BAC 3580 R — 6-7000

MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM IGNITION | 0408 | PART NO 10-106700-1 | PART NAME UNIT-IGNITION 1610

MANUFACTURER BENDIX 77820 | BASE OR OPERATOR OFFUTT Ø1 | A/C SERIAL -019 | A C HOURS UNK | DATE FAILED 4 22 9 (MO DAY YR)

MAN HOURS REQ TO FIX AIRP (CHECK ONE): 0 0 ½ | 1 ½ 1 | 2 1 2½ | 3 2½ 5 | 4 5 10 | 5 10 20 | 6 20 50 | 7 | 8 100 | 9 200 500 | R OVER 500 STATE NO IN REMARKS — UNK

PART HOURS SINCE: ● NEW 73 | OVERHAUL

EFFECT OF MALFUNCTION (CHECK ONE): ● NONE | DELAY | TURNBACK | LENGTH IN REMARKS | FLIGHT DEVIATION | CANCELLED | ACCIDENT | INCIDENT | E ELECT ODOR OR SMOKE | F FIRE | 0 OTHER REASON IN REMARKS

LOCATION SKETCH — CHECK LOCATION AND POSITION

POSITION: 1 OUTB'D, 2 INB'D, 3 R INB'D, 4 R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION 71 OR SECTION — POSITION

HOW FAILED: INOPERATIVE 1155

WHY FAILED: DESIGN FACTOR 2075

MALFUNCTION OCCURED DURING 10

MALFUNCTION FOUND DURING 18

01 FABRICATION, 02 PERIODIC, 03 INSTALLATION, 04 SYSTEM FUNCTIONAL, 05 GROUND, 06 PREFLIGHT, 07 STARTING, 08 TAXI, 09 TAKEOFF, 10 FLIGHT, 11 CLIMB, 12 CRUISE, 13 AER REF, 14 DESCENT, 15 APPROACH, 16 LANDING, 17 TIE-DOWN, 18 POST FLIGHT, 19 TERMINAL, 20 SPEC INSPECTION, 21 TRAN, 22 MODIFICATION, 23 OTHER, 24 UNKNOWN

DISPOSITION: 1 USED AS IS, 2 ADJUSTED, 3 REPAIRED ON A/C, 4 REPAIRED LOCALLY, NON REPAIRABLE, ● REPLACED, REPL'D OLD PT SCRAPPED, REPL'D RET. TO MFR, HELD FOR EXHIBIT, OTHER

MAINTAINABILITY: 4 POOR, 5 INACCESSIBLE, ● FREQUENT TROUBLE, NUISANCE ITEM, CAN BE INSTALLED, FREQ IS WRONG; ACCESSIBILITY: GOOD, FAIR

FAILURES THIS RPT COVERS 1

REPORT SUBMITTED FOR: RECORD/INFO, ROUTINE ACTION, ● URGENT ACTION, SAFETY OF FLIGHT

PART SERIAL NUMBER 43101 | REF. CAT. NO. FIG NO. INDEX NO. | CUSTOMER UR NO. 3902 ABW-59-71. | OTHER REF

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback

On postflight - found one ignition unit inoperative, Ignition was 'ON' for 20 minutes on last flight.

EXTRACTED DIRECTLY FROM UR

1. Ignition unit was used twenty minutes inflight.
2. Unit was ground checked after flight and found defective.
3. Removed and replaced with serviceable like item.

ROUTING
GFG
RDF
EDK
MCH
IRM
HH
SERVICE ANALYSIS FILE

RLS 5/4

(OFFICE) R.L. Simons. SIGNATURE 5/4/9 DATE S-AF-UR 23436 SHT 1 OF 1

BAC 3590 | 6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM STARTER 0407 | PART NO. 538D137 | PART NAME F/A STARTER 2883

MANUFACTURER GE 24446 | BASE OR OPERATOR FAIRCHILD FI | A/C SERIAL -032 | A/C HOURS UNK. | DATE FAILED 4 30 9

MAN HOURS REQ TO FIX AIRPLANE: UNK | PART HOURS SINCE OVERHAUL 24

HOW FAILED: INOPERATIVE 1155

WHY FAILED: MALFUNCTION COMPONENT PART. 1106

MALFUNCTION OCCURRED DURING 07

MALFUNCTION FOUND DURING 07

LOCATION SKETCH — CHECK LOCATION AND POSITION

STATION 71 OR POSITION 4

PART SERIAL NUMBER: 580824

REF. CAT. NO.
FIG. NO.
INDEX NO.

CUSTOMER UR NO: 92BW-59-135.

OTHER REF: FSR-TWX 92-93T. (HOLT).

NO. ... THIS REPORT COVERS: 1

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback.

On starting attempt - F/A starter was inoperative. Found pins A, B and C of burner pressure switch shorted together. Failure caused a ground abort of a scheduled mission.

EXTRACTED DIRECTLY FROM UR

1. ACFT scheduled for 1730 take-off 1 headstart roman 2, mission. Unable to start no. 4 engine due to starter being inoperative. ACFT aborted.

2. Inspection of starter revealed that the burner pressure switch P/N 733B377P1 had shorted so that continuity was obtained between all pins in the cannon plug.

3. Defective starter replaced with a Hamilton Standard starter Stock No. 2995-633-4327. Defective starter will be repaired locally and returned to service as soon as necessary parts are received.

ROUTING
GFQ
RDF
IBM

HH
SERVICE ANALYSIS FILE
PLS
5/5

(OFFICE) R.L. Simons. 5/5/9
SIGNATURE DATE

S-FAUR 23437

SHT 1 OF 1

BAC 3590

6-7000

MP

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

F/A

MODEL	SYSTEM		PART NO	PART NAME	
K35A	STARTER	0407	130R2101-1-5	COMPRESSOR	640

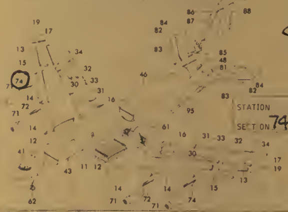
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A C HOURS	DATE FAILED
CORNELIUS	14650	CASTLE	C4	3601	350	3 19 9 (MO DAY YR)

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): 0 0-½ / 1 ½-1 / 2 1-2½ / 3 2½-5 / 4 5-10 / 5 10-20 / 6 20-50 / 7 50-100 / 8 100-250 / 9 250-500 / R OVER 500 / STATE NO IN REMARKS — UNK

PART HOURS SINCE: ● NEW / OVERHAUL — 210

EFFECT OF MALFUNCTION (CHECK ONE): ● NONE / D DELAY / T TURNBACK (LENGTH IN REMARKS) / V FLIGHT DEVIATION / C CANCELLED / A ACCIDENT / I INCIDENT / E ELECT ODOR OR SMOKE / F FIRE / O OTHER (REASON IN REMARKS)

LOCATION SKETCH - CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D / 2 L INB'D / 3 R INB'D / 4 R OUTB'D / 5 LEFT / 6 RIGHT / 7 UPPER / 8 LOWER / 9 FORE / 0 AFT

STATION

SECTION 74 OR POSITION 4

HOW FAILED: SEIZED — 5285

WHY FAILED: UNKNOWN — 7000

MALFUNCTION OCCURED DURING: 10

MALFUNCTION FOUND DURING: 18

01 FABRICATION / 02 BENCH TEST / 03 INSTALLATION / 04 SYSTEM FUNCTIONAL / 05 GROUND OPERATION / 06 PREFLIGHT / 07 STARTING / 08 TAXI / 09 TAKEOFF / 10 FLIGHT / 11 CLIMB / 12 CRUISE / 13 AERIAL REF / 14 DESCENT / 15 APPROACH / 16 LANDING / 17 TOUCHDOWN / 18 POSTFLIGHT / 19 PERIODIC / 20 SPEC INSPECTION / 21 TRAN / 22 MODIFICATION / 23 OTHER / 24 UNKNOWN

DISPOSITION: 1 USED AS IS / 2 ADJUSTED / 3 REPAIRED ON A/C / 4 REPAIRED LOCALLY / NON REPAIRABLE / ● REPLACED / 7 REPL & OLD PT SCRAPPED / 8 REPL & RET TO DEPOT/MFR. / 9 HELD FOR UR EXHIBIT / 0 OTHER

MAINTAINABILITY: ● ... / INTERCHANGEABILITY / ACCESSIBILITY / ... / FAIR / 4 POOR / 5 INACCESSIBLE / 6 FREQUENT TROUBLE / 7 NUISANCE ITEM / 8 CAN BE INSTALLED / 9 EREQ (S (WRONG

NO FAILURES THIS RPT COVERS: 1

REPORT SUBMITTED FOR: RECORD/INFO / ● ROUTINE ACTION / URGENT ACTION / SAFETY OF FLIGHT

PART SERIAL NUMBER	REF CAT. NO. / FIG NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF
130-200346		CAFB 93BW-59-143.	FSR TWX OES-56T.

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback

ROUTING: KGF (2) / RDF / IBM / HH / SERVICE ANALYSIS FILE

In flight - compressor circuit breakers popped and could not be reset. On postflight - found compressor seized.

EXTRACTED DIRECTLY FROM UR

1. During after flight inspection.

2. The compressor circuit breakers were found in the open position. The circuit breakers were reset but immediately tripped Further investigation revealed that compressor could not be rotated by applying pressure to the fan blades.

3. Cause undetermined, possibly seizure of cylinders.

4. Defective compressor replaced and difficulty corrected. Compressor being held for Cornelius representatives inspection and disposition instructions.

5. That a study and analysis be made on exhibit compressor under MIP project CC9-100101 to determine exact cause for failure and initiate corrective action as required.

PI.S
./2

(OFFICE) R.C. Simons — SIGNATURE

4/2/9 — DATE

S-(F)UP 22225

SHT 1 OF 1

BAC 3590 — 6-7000

MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM ENG. START 0407 | PART NO. 840891 | PART NAME AIR BOTTLE VALVE 3400

MANUFACTURER KIDDE 83612 | BASE OR OPERATOR CASTLE C4 | A/C SERIAL - 054 | A/C HOURS 50 | DATE FAILED 6 18 9

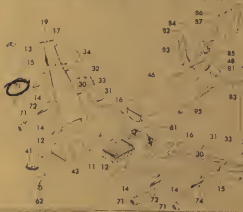
MAN HOURS REQ TO FIX AIRP. CHECK ONE
0 0-½ | 3 2-5 | 6 20-50 | 9 ... | 1 ½-1 | 4 5-10 | 7 50 | R OVER ... | 2 1-2½ | 5 10-20 | 8 100 ... | ... ATE NO IN REMARKS

UNK

PART HOURS SINCE: ● NEW | OVERHAUL — 50

EFFECT OF MALFUNCTION CHECK ONE
● NONE | DELAY | T TURNBACK | LENGTH IN REMARKS | V FLIGHT DEVIATION | C CANCELLED | A ACCIDENT | I INCIDENT | E ELEC. ODOR OR SMOKE | F FIRE | O OTHER REASON IN REMARKS

LOCATION SKETCH - CHECK LOCATION AND POSITION.



POSITION
1 L OUTB'D
2 L INB'D
3 R INB'D
4 R OUTB'D
5 LEFT
6 RIGHT
7 UPPER
8 LOWER
9 FORE
0 AFT

STATION

SECTION 71 OR POSITION 4

HOW FAILED 1155

INOPERABLE

WHY FAILED 7000

UNK

MALFUNCTION OCCURED DURING 24

MALFUNCTION FOUND DURING 24

01 FABRICATION | 02 BENCH TEST | 03 INSTALLATION | 04 SYSTEM FUNCTIONAL | 05 GROUND OPERATION | 06 PREFLIGHT | 07 STARTING | 08 TAXI | 09 TAKEOFF | 10 FLIGHT | 11 CLIMB | 12 CRUISE | 13 AERIAL REF. | 14 DESCENT | 15 APPROACH | 16 LANDING | 17 ... | 18 ... FLIGHT | 19 PERIODIC | 20 PERIODIC INSPECTION | 21 IRAN | 22 MODIFICATION | 23 OTHER | 24 UNKNOWN

DISPOSITION
1 USED AS IS
2 ADJUSTED
3 REPAIRED ON A/C
4 REPAIRED LOCALLY
5 NON REPAIRABLE
● REPLACED
REPLACED OLD PT. SCRAPPED
REPLACED RET. TO DEPOT MFR
HELD FOR UR EXHIBIT
OTHER

MAINTAINABILITY
● ... | 4 POOR | ... INACCESSIBLE | ... FREQUENT TROUBLE | ... MAINTENANCE ITEM | ... CAN BE INSTALLED ... WRONG | FAIR

NO. FAILURES THIS RPT COVERS 1

REPORT SUBMITTED FOR
RECORD/INFO
ROUTINE ACTION
● URGENT ACTION
SAFETY OF FLIGHT

PART SERIAL NUMBER 986 | REF. CAT. NO. / FIG. NO. / INDEX NO. | CUSTOMER UR NO. 93 BW-59-283 | OTHER REF. FSR TWX -OES-111T

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback.

ROUTING
SFG
SDF
IBM
HH
SERVICE ANALYSIS FILE

DURING ATTEMPTED START ON No. 4 ENG. UNABLE TO TO OBTAIN AIR TO FUEL AIR STARTER. SUSPECT INTERNAL FAILURE OF VALVE ASSY. PREVENTING FLOW OF AIR FROM STORAGE BOTTLE TO STARTER ASSY.

EXTRACTED DIRECTLY FROM UR

1. Attempting to start no. 4 engine in preparation for routine training mission.

2. Unable to obtain air to fuel air starter.

3. Valve assembly replaced and operationally checked satisfactorily.

RCS 6/24

D.H. Wilson
SIGNATURE

DATE 6/23/9 | S-AF-UP 19191 | SHT 1 OF 1

BAC 3590 | 6-7000

MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A SYSTEM ENG. STARTER 0407 PART NO 541091 (-22) PART NAME F/A STARTER 2883

MANUFACTURER Ham Std 73030 BASE OR OPERATOR CARSWELL C3 A/C SERIAL 1438 A/C HOURS UNK DATE FAILED 6 5 9

MAN HOURS REQ. UNK PART HOURS SINCE NEW / OVERHAUL 150

EFFECT OF MALFUNCTION: NONE

LOCATION SKETCH — CHECK LOCATION AND POSITION: 0 / R OUTBD

HOW FAILED 4125 — IMPROPER REG.

WHY FAILED 1477 — OPEN CIRCUIT

MALFUNCTION OCCURED DURING 06

MALFUNCTION FOUND DURING 05

01 FABRICATION, 02 BENCH, 03 INSTALLATION, 04 SYSTEM FUNCTIONAL, 05 GROUND OPERATION, 06 PREFLIGHT, 07 STARTING, 08 TAXI, 09 TAKEOFF, 10 FLIGHT, 11 CLIMB, 12 CRUISE, 24 UNKNOWN

DISPOSITION: REPLACED

STATION OR SECTION 71 POSITION 4

NO PARTS THIS RPT COVERS 1

REPORT SUBMITTED FOR: URGENT ACTION

PART SERIAL NUMBER 8306

REF. CAT NO. / FIG. NO. / INDEX NO.

CUSTOMER UR NO. 7 BW - 59 - 209

OTHER REF.

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback.

ROUTING
BFC
RDF
MEM
MCH
IBM
HH
SERVICE ANALYSIS FILE

RLS 6/18

DURING PREFLIGHT ATTEMPTED START, STARTER WOULD CUT-OUT AT 8%. FURTHER INSPECTION REVEALED CONTROL UNIT P/N 16800-14 HAD AN INTERNAL OPEN SECONDARY CIRCUIT.

EXTRACTED DIRECTLY FROM UR

1. System operated normally on last flight On the nextpreflight a start was attempted on No. 4 engine and engine failed to start.

2. Further inspection revealed starter would cut out at 8 per cent.

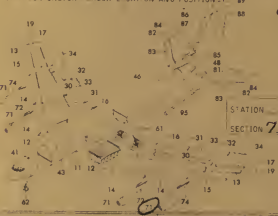
3. Defective starter was removed and replaced with a serviceable starter cannibalized from KC-135, ACFT 57-1444, subject aircraft starter operated satisfactory.

(OFFICE) D. H. Wilson SIGNATURE DATE 6/18/59

S-GROUP 19217 SHT 1 OF 1

BAC 3580 6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A	SYSTEM STARTER 0407	PART NO 350520		PART NAME PNEU STARTER 2885	
MANUFACTURER AIRESEARCH 70210	BASE OR OPERATOR LORING 61	A/C SERIAL 3593	A C HOURS UNKN	DATE FAILED 0 11 8	
MAN HOURS REQ TO FIX AIRP: U	PART HOURS SINCE NEW OVERHAUL 342	EFFECT OF MALFUNCTION: NONE			
HOW FAILED 4155 INOPERATIVE		WHY FAILED 8 UNKNOWN		DISPOSITION: REPLACED	
LOCATION SKETCH 					
MALFUNCTION OCCURRED DURING 07	MALFUNCTION FOUND DURING 07	STATION SECTION 71 OR POSITION 1		MAINTAINABILITY: COMMEN	FAILURE THIS RPT COVERS 1
PART SERIAL NUMBER 57P-4588	REF CAT. NO. -10 FIG NO. 4-18 INDEX NO. 1	CUSTOMER UR NO. LAFB 42BW-58-1634		OTHER REF.	REPORT SUBMITTED FOR ROUTINE ACTION

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback

ROUTING: GE(2), DEP, CRJ, RWR, RT, RDF, WEH, DAC, LH, IBM, HH, SERVICE ANALYSIS FILE

On starting - #1 engine starter failed to rotate.

Cause - unknown; U.R. suspects failure of centrifugal switch.

EXTRACTED DIRECTLY FROM UR

1 Normal starting of no. 1 engine.

2. No. 1 engine failed to rotate.

3 Suspected centrifugal switches are not operating.

4 Removed and replaced with like serviceable item. Defective item turned into supply for disposition and repair.

5. Recommend manufacturer be advised of this condition and corrective action be taken as necessary.

RLS 12/11

(OFFICE) SIGNATURE KO Hengler DATE 12/10/8 S-FUR 24415

SHT 1 OF 1

BAC 3590 6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MA

Model	System		Part No	Part Name	
K35A	STARTER	0407	840891	AIR BOTTLE VALVE	3400

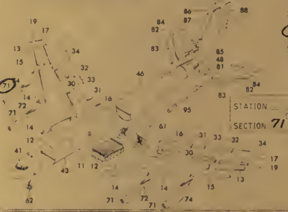
Manufacturer		Base or Operator		A/C Serial	A/C Hours	Date Failed
W KIDDE	33525	LORING	61	3622	UNKN	0 16 8 (MO DAY YR)

MAN HOURS REQ TO FIX AIRP CHECK ONE: 0 0-½; 1 ½-1; 2 1-2½; 3 2½-5; 4 5-10; 5 10-20; 6 20-50; 7 50-100; 8 100-250; 9 250-500; R OVER 500 STATE NO IN REMARKS — U

PART HOURS SINCE: NEW / OVERHAUL — 194

EFFECT OF MALFUNCTION (CHECK ONE): NONE (checked); DELAY / TURNBACK — LENGTH IN REMARK; FLIGHT DEVIATION; CANCELLED; ACCIDENT; INCIDENT; ELECT. ODOR OR SMOKE; FIRE; OTHER — REASON IN REMARKS

LOCATION SKETCH — CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; 4 R OUTB'D (circled); 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION — OR SECTION 71 POSITION 4

HOW FAILED: 5390 AIR LEAKAGE

WHY FAILED: 8 UNKNOWN

MALFUNCTION OCCURED DURING: 24

MALFUNCTION FOUND DURING: 06

01 FABRICATION; 02 BENCH TEST; 03 INSTALLATION; 04 SYSTEM FUNCTIONAL GROUND OPERATION; 06 PREFLIGHT; 07 STARTING; 08 TAXI; 09 TAKEOFF; 10 FLIGHT; 11 CLIMB; 12 CRUISE; APPROACH; LANDING; SHUTDOWN; POSTFLIGHT; PERIODIC; SPEC INSPECTION; 23 OTHER; 24 UNKNOWN

DISPOSITION: 1 USED AS IS; 2 ADJUSTED; 3 REPAIRED ON A/C; 4 REPAIRED LOCALLY; NON REPAIRABLE; REPLACED (checked); RPL'D, OLD PT. SCRAPPED; REPL'D RET TO DEPOT MFR; HELD FOR UR EXHIBIT; OTHER

MAINTAINABILITY: NO COMMENT (checked); INTERCHANGEABILITY; ACCESSIBILITY; GOOD; FAIR; 4 POOR; 5 INACCESSIBLE; FREQUENT TROUBLE; NUISANCE ITEM; CAN BE INSTALLED; 9 FREQ IS WRONG

NO FAILURES THIS RPT COVERS: 1

REPORT SUBMITTED FOR: ROUTINE ACTION (checked); URGENT ACTION; SAFETY OF FLIGHT

PART SERIAL NUMBER	REF CAT. NO. -10; FIG. NO. 4-22; INDEX NO. 25	CUSTOMER UR NO. LAFB 42BW-58-1779	OTHER REF.

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

ROUTING
K-F(2)
PEP
CRJ
RWR
RT
RDF
WEM-DE
DMS
IBM
HH
SERVICE ANALYSIS FILE

On preflight - air bottle valve assembly was found to be leaking air.

Cause - unknown

EXTRACTED DIRECTLY FROM UR

1. Routine preflight.

2. Air bottle would not hold air.

3. Valve assy. Part #1650-511-5286 was found to be leaking air.

4. Removed and replaced with serviceable item. Defective item turned into supply for disposition.

5. Manufacturer be advised of this condition and necessary action be taken.

RLS 1/9

(OFFICE)

SIGNATURE KO Henzler DATE 1/9/9

S-AF-UR 24534

SHT 1 OF 1

BAC 3590 R5

6-7000

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

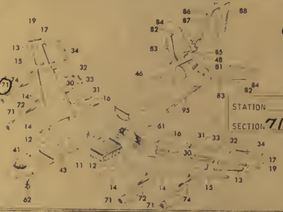
MODEL KC35A	SYSTEM STARTER	0407	PART NO. 840891	PART NAME AIR BOTTLE VALVE	3400
MANUFACTURER W KIDDE 33525	BASE OR OPERATOR LORING 61	A/C SERIAL 3595	A C HOURS UNKN	DATE FAILED N 7 8 (MO DAY YR)	

MAN HOURS REQ TO FIX AIRP (CHECK ONE) [0] 0–½ [1] ½–1 [2] 1–2½ [3] 2½–5 [4] 5–10 [5] 10–20 [6] 20–50 [7] 50–100 [8] 100–250 [9] 250–500 [R] OVER 500 STATE NO IN REMARKS — U

PART HOURS SINCE ● NEW OVERHAUL — UNKN

EFFECT OF MALFUNCTION (CHECK ONE) ● NONE, [D] DELAY, [T] TURNBACK — LENGTH IN REMARKS; [V] FLIGHT DEVIATION, [C] CANCELED, [A] ACCIDENT, [I] INCIDENT; [E] ELECT FUMES OR SMOKE, [F] FIRE, [O] OTHER REASON IN REMARKS

LOCATION SKETCH — CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D, 2 L INB'D, 3 R INB'D, 4 R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION

SECTION 71 OR POSITION 4

HOW FAILED 4155
INOPERATIVE

WHY FAILED 8
UNKNOWN

MALFUNCTION OCCURED DURING 19

MALFUNCTION FOUND DURING 19

01 FABRICATION, 02 BENCH TEST, 03 INSTALLATION, 04 SYSTEM FUNCTIONAL, 05 GROUND OPERATION, 06 PREFLIGHT, 07 STARTING, 08 TAXI, 09 TAKEOFF, 10. FLIGHT, 11 CLIMB, 12 CRUISE, 13 AER/REF, 14 DESCENT, 15 APPROACH, 16. LANDING, 17. SHUT-DOWN, 18 POSTFLIGHT, 19 PERIODIC, 20 SPEC. INSPECT'N, 21 IRAN, 22 MODIFICATION, 23 OTHER, 24 UNKNOWN

DISPOSITION: [1] USED AS IS, [2] ADJUSTED, [3] REPAIRED ON A/C, [4] REPAIRED LOCALLY, [5] NON REPAIRABLE, [6] REPLACED, [7] REPL'D OLD PT. SCRAPPED, REPL'D RET TO DEPOT MFR, ● HELD FOR U R EXHIBIT, OTHER

MAINTAINABILITY: ● NO COMMENT, INTERCHANGEABILITY, ACCESSIBILITY, [2] GOOD, FAIR, [4] POOR, [5] INACCESSIBLE, FREQUENT TROUBLE, [7] NUISANCE ITEM, CAN BE INSTALLED, [9] FREQ IS WRONG

NO FAILURES THIS RPT COVERS 1

REPORT SUBMITTED FOR: RECORD/INFO, ● ROUTINE ACTION, URGENT ACTION, SAFETY OF FLIGHT

PART SERIAL NUMBER	REF CAT. NO. -10 FIG. NO. 4-22 INDEX NO. 25	CUSTOMER UR NO. LAFB 42BW-58-2259	OTHER REF.

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch, length of delay or turnback.

ROUTING
AGF(2)
DEP
CRJ
RWR
RT
RDF
WEA DRS
LH
IBM
HH
SERVICE ANALYSIS FILE

During 2nd periodic – the air bottle valve failed to relieve excessive pressures and also failed to allow air to pass from the bottle to the starter.

EXTRACTED DIRECTLY FROM UR
****

1. Aircraft was undergoing second periodic when failure occurred.

2. Valve would allow too much pressure to enter the bottle.

3. Check valve failed to allow air from bottle to the starter.

4. Removed and replaced with like serviceable item. Item being held for UR exhibit.

5. Recommend a tear down and study to determine cause of malfunction.

RLC 2/12

(OFFICE)

SIGNATURE KO Henzler DATE 12/12/8

S-FUR 24425

SHT 1 OF 1

BAC 3590

6-7000

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

(NS)

BAC FILE 0407

TO: ENGINEERING SERVICE DEPARTMENT

SEATTLE [X] WICHITA [ ]

1st REPORT.

SUBJECT: OES Report to General Ryan dated February 27, 1959 CLASSIFIED [ ] UNCLASSIFIED [X]

CARTRIDGE STARTERS.

ROUTING: WEM, ORIGINAL, DRL, EKL, WHC, OFFICE BASE FILE, ACC, WCD, EDF, DDM, WGK, CAC, SERVICE DEPT. SUBJECT FILE

On the above date the OES reported to Major General John P. Ryan, Director of Material, SAC Headquarters on the Airesearch and Sunstrand cartridge starters. Highlights of this report are the following:

On February 24, 1959 representatives of Airesearch and Sunstrand arrived at Castle to demonstrate their cartridge starters. A B-52F power pack without the alternator drive and a KC-135 # 4 position power pack without the fuel-air starter and air bottle were selected for the evaluation of the starter compatibility on built-up engines. Both starters fit easily in the # 4 engine of the KC-135. However, neither starter will fit within the available envelope of the B-52F power pack without changing the existing location of the water injection pump supply line, motor operated drain valve, # 15 fire detector and right air exit duct support for the oil cooler. The Airesearch starter also will require changes to the air exit duct of the oil cooler. The Sunstrand unit can be mounted if the above mentioned items are relocated and if the starter exhaust shroud is recountered. The Sunstrand representatives stated that reshaping of the exhaust shroud of the starter imposes no problem. At this point little consideration has been given to the starter exhaust and low pressure air inlet port locations. This will be further investigated.

On February 25, 1959 functional demonstration of both starters were made on a bare -43W engine. Two cartridge starts and two pneumatic starts from the MA-1 air cart were made with the Airesearch unit. Engine idle rpm was obtained within an average 30 seconds on the cartridge starts and an average of 55 seconds on the pneumatic starts. The Airesearch starter cannot be started through the aircraft pneumatic system in its present configuration because the pneumatic inlet port also functions as the exhaust port when the starter ~~xxxx~~ is operated with a cartridge.

Two cartridge starts were attempted and two air starts were made on the Sunstrand unit. Engine idle rpm was obtained at 30 seconds utilizing the cartridge and at an average of 43 seconds on the pneumatic starts. The first attempt to start the engine with the cartridge was aborted due to an external fire at the breach-to-nozzle transfer tube. This was attributed to an oil saturated heat shield on the transfer tube; however, this was associated with special instrumentation and was not a result of a starter malfunction. The second try using the cartridge was partially successful in that engine idle rpm was obtained in 30 seconds, immediately followed by flames emitting from the starter fan intake. The Sunstrand representatives stated

NAME Paul Ribanyi REPORT NO. CAFB-OES-635F DATE February 27, 1959
STATION Castle AFB LOCATION Merced, California
SUBJECT OES Report to General Ryan dated February 27, 1959 MODEL -
REFERENCES None ENCLOSURES

that this condition was attributed to the combination of excessive clearances between the starter turbine wheel and flow separator and afterburning of the cartridge and could be easily rectified.

The OES has requested authorization to install and fly the Airesearch and Sunstrand cartridge starters on two KC-135 aircraft assigned to this base. Both starters will be capable of operating with the cartridge or through a quick disconnect directly to an air cart. To accelerate the testing no attempt will be made to connect the starters to the pneumatic manifold. No aircraft will be flown until installation approval is obtained from WADC and Boeing has coordinated on the installation.

The Airesearch cartridge starter appears airworthy and is being qualified by WADC. In addition this unit is installed on the F-105 aircraft and is a production item. The Sunstrand unit is still in the prototype stage, therefore, qualification by WADC has not been initiated.

Paul Ribanyi

Paul Ribanyi

1. Cleaning.
2. Drying.
3. Hardening.
4. Shaping.
5. Hardening.
6. Drying.
7. Spraying (BR).
8. Plating.
9. Polishing.
10. Lacquer spray.
11. Mounting.
12.

HT
19

U.S. AIR FORCE
BOEING SEATTLE, WASH.

JAN 10 9 25 PM '61

CSQ-5
1-16-61.

NNNNZCZCDMA278DMA701ZCBQA167

RR RJWZDMB

DE RBEGUP 010

ZNR

R 101500Z

FM AF ENGR SUPPORT OFF BUWEPSREP EAST HARTFORD CONN

TO RJESBH/4228SW COLUMBUS AFB MISS

RJWFNK/OCAMA TINKER AFB OKLA

INFO RJWFNH/SAAMA KELLY AFB TEX

RJWXBRB/SAC OFFUTT AFB NEBR

RJWZDMB/AFPR BOEING SEATTLE WASH

RJEDSQ/AMC WPAFB OHIO

RJWZNF/OTIG NORTON AFB CALIF

RJEBKF/2AF BARKSDALE AFB LA

RJEXDHB/8AF WESTOVER AFB MASS

RJWBKN/15 AF MARCH AFB CALIF

NAVY GRNC

BT

File
ACH
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JAN 17 2 12 PM '61
RECEIVED
TRANSPORT DIV.
ENGINEERING DEPT.

~~WHG~~

DISTRIBUTION
EED
KCB
DPM
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~~CE MORTLOCK~~
WBD

366

UNCLAS SANTSK-174446 FOR 4228SW/D/M/ME/DCM,OCAMA/OCMQ. INFO SANTSA, SANTRE, SANEP, SANSIA, SAC/DM4B, AFPR/OORSTE, AMC/MCMT, OTIG/AFCD1-3-2, OCAMA/OCNSP, AFS/DM4A SUBJECT: TDR 61-2002 EUR 4228SW 61-1 DTD 7 JAN 61. THIS MESSAGE IN THREE PARTS. PART ONE FOR 4228SW. SUBJECT UR HAS BEEN DOWNGRADED AND ASSIGNED TDR 61-2002. REQUEST ENGINE J57-59W S/N P631481 REMOVED FROM KC135 S/N 58-713 BE FORWARDED OCAMA FOR PRIORITY II TDR. SAAMA SHIPPING ORDER OD 2050-2840-61-0009-7040 IS ASSIGNED. ADVISE AF ENGINEERING SUPPORT OFFICE, SANTSK, PRATT & WHITNEY AIRCRAFT, EAST HARTFORD, CONN; SAAMA, ATTN: SANTSA, SANTRE; AND OCAMA ATTN:

ATE, MODE OF TRANSPORT AND GBL NR COVERING SHIPMENT. PART II FOR

PAGE TWO RBEGUP 010

OCAMA. REQUEST PRIORITY II TDR BE ACCOMPLISHED ON J57-59W S/N P631481 ENGINE. ENGINE IS EXHIBIT ON UR 4228SW 61-1 ASSIGNED TDR 61-2002. REQUEST TDR BE PERFORMED TO DETERMINE CAUSE OF FAILURE. AT 3000 FT FELT SLIGHT INDICATION OF OIL FUMES IN CABIN BUT QUICKLY DISSIPATED. AT 10,000 FT NR. 1 ENGINE OIL PRESSURE DROPPED TO 10 PSI AND LOSS OF POWER EXPERIENCED. ENGINE SHUT DOWN AND MISSION ABORTED. GROUND INSPECTION REVEALED PIECE OF OPAH (Oil Pumps & Accessory Housing) FRONT COVER BETWEEN TACH GEN PAD AND STARTER PAD MISSING. N1 AND N2 COMPRESSORS SEIZED. BEARINGS IN OPAH AND ENGINE FAILED FOR LACK OF LUBRICATION. NO INTERNAL FAILURE OR CONTACT OF PARTS WITH OPAH COVER. PROJECT NR TDR-NTSK-61-2002 HAS BEEN ASSIGNED AND SHOULD BE ENTERED IN THE UPPER RIGHT HAND PORTION OF AMC FORM 399. FORWARD THREE COPIES OF COMPLETED FORM TO AF ENGINEERIN SUPPORT OFFICE, SANTSK, PRATT & WHITNEY AIRCRAFT, EAST HARTFORD, CONN., WITH MASTER COPY OF 399 TO SAAMA, ATTN: SANSIA. PART III FOR SANTRE. THIS ADVISES USE OF SHIPPING ORDER NR PD-2050-2840-61-0009-7040 ON TDR PROJECT NTSK-61-2002 ABOVE.

BT

10/1500Z JAN RBEGUP

JAN 23 1961

Info
~~WBD~~

RECEIVED
TRANSPORT DIV

JAN 20 10 23 AM '61

CONTRACT ADM

To:	Boeing Airplane Co.
From:	AF Plant Rep.
For:	Action / Reply / Info. ☑
Sent by	CSQ-1
Date	1-19-61
Suspense Date	

19

NNNNCZCKGA212ZCWWD545

RR RJWFKG

DE RJWFNK 173A

R M 112010Z ZEX

FM HQ OCAMA TINKER AFB OKLA

TO RJESBA/MOAMA BROOKLEY AFB ALA

INFO RJESPH/4228STRATWG COLUMBUS AFB MISS

RJWFKG/AFPR BOEING AIRPLANE CO WICHITA KANS

RJWFNW/SAAMA KELLY AFB TEX

RJWZNE/OTIS NORTON AFB CALIF

RJWZGP/92BOMBWG FAIRCHILD AFB WASH

RJEZFH/45AD LORING AFB ME

RJWFAP/821 AD ELLSWORTH AFB SDAK

RJESSL/4138STRATWG TURNER AFB GA

BT

UNCLAS OCNSIE-5645 FOR [illegible] MOAMA AFCDI-3-2 OTIS SANRT SAAMA DM4A 2AF DCMQC 4228STRATWG. THE FOLLOWING COMMODITY PROBLEM EUR FM 4228SW COLUMBUS AFB MISS IS RETRANSMITTED FOR YOUR ACTION AND DIRECT REPLY TO SUBMITTING ACTIVITY WITH [illegible] OF REPLY TO OCAMA /OCNSIE/. QUOTE [illegible] IMMEDIATE ACTION FOR AFPR AND SAC/DM4. INFO FOR OCAMA /OCNSI OTIS [illegible]1-3-2 SAAMA/4

1-/45

2AF/DM4A ALL AF BW ADIV [illegible] AND [illegible] CONTROL B-52 BASES. SUBJECT EMERGENCY [illegible] SPECIAL HANDLING REQUIRED IAW TO 00-35D-54 A. 4228SW 60-105 B. AIR START CONTROL VALVE CLASS 2995 C. 105492-1-5 S/N 37P-4705 D. AIRSEARCH [illegible]. KC-135A-58-0106 - J57-P59W - S/N

File
PCH
EMP
ENG

HH
DF

RES

DUPL

Jan 11 15 42 '61

RECEIVED
TRANSPORT DIV
ENGINEERING DEPT
JAN 20 4 14 PM '61

EDIT
(70411)
FILE
NO
(0407)

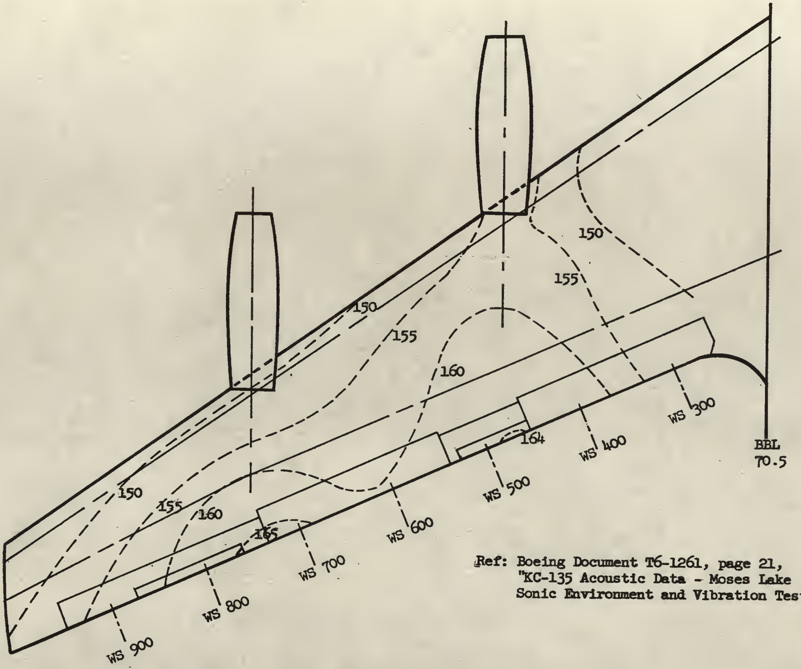
PAGE TWO RJWFNK 173A

P-628801 - 902:00. F. DURING NORMAL START PROCEDURE NUMBER 1 ENGINE FAILED TO INDICATE ROTATION. G. AIR START CONTROL VALVE FAILED TO OPEN WHEN START SWITCH WAS PLACED IN GROUND START POSITION. ELECTRICAL CONTINUITY AND OPERATION OF CONTROL VALVE SOLENOID CHECKED SATISFACTORY. CAUSE OF FAILURE SUSPECTED TO BE BINDING OF CONTROL VALVE BUTTERFLY VALVE. H. REMOVED AND REPLACED WITH LIKE SERVICEABLE ITEM I. 4 J. 2 - ONE NOT REPAIRABLE DUE TO FAULTY SOLENOID. ONE NOT REPAIRABLE DUE TO BINDING BUTTERFLY VALVE. K. APPROXIMATELY 90 PERCENT OF THE ENGINE START PROBLEMS AT THIS ACTIVITY ARE CAUSED BY FAILURE OF THE AIRSTART CONTROL VALVE TO OPEN. FAILURE OF THIS VALVE SERIOUSLY AFFECTS MISSION CAPABILITY. IT IS BELIEVED A MAJOR CAUSE OF CONTROL VALVE MALFUNCTION IS BINDING OF THE BUTTERFLY VALVE IN THE CLOSED POSITION. WHEN BINDING OCCURS THE REGULATOR AIR PRESSURE IS INSUFFICIENT TO BREAK THE BUTTERFLY VALVE LOOSE. IT IS RECOMMENDED FAILED CONTROL VALVES FM OTHER ACTIVITIES BE RETURNED TO MANUFACTURER AND A COMPLETE INVESTIGATION BE CONDUCTED AND CORRECTIVE ACTION TAKEN.

L. 902:00 NEW M. HELD FOR DISPOSITION INSTRUCTION. N. ROBERT L LEWIS CAPT 4228 STRAT WING DUTY PHONE GE4-7646. NON-DUTY GE4-6228. UNQUOTE.

BT

11/2023Z JAN RJWFNK



Ref: Boeing Document T6-1261, page 21,
"KC-135 Acoustic Data - Moses Lake
Sonic Environment and Vibration Test"

FIGURE 8 - SOUND PRESSURE LEVEL CONTOUR MAP OF KC-135 LOWER WING SURFACE
(OVER-ALL FREQUENCY BAND AT FULL WET POWER)

DETERMINED, 1 - CONTACT CONNECTIONS DEFECTIVE, 2 - OVERSPEED, 2 - FAULTY PARTS, PERIOD 1 SEP 1960 THRU 28 FEB 1961.

H 9 - BEFORE FLIGHT, 2 - INFLIGHT NO-ABORT, 44 - BETWEEN FLIGHTS, 1 - PREFLIGHT INSPECTION, 1 - HOURLY POSTFLIGHT INSPECTION. PERIOD 1 SEP 1960 THRU 28 FEB 1961.

I 50 - REMOVED AND REPLACED, 1 - REMOVED REPAIRED AND REINSTALLED, 1 - REPAIR OF ATTACHING PARTS, 3 - ADJUST, 2 - REMOVED. PERIOD 1 SEP 1960 THRU 28 FEB 1961

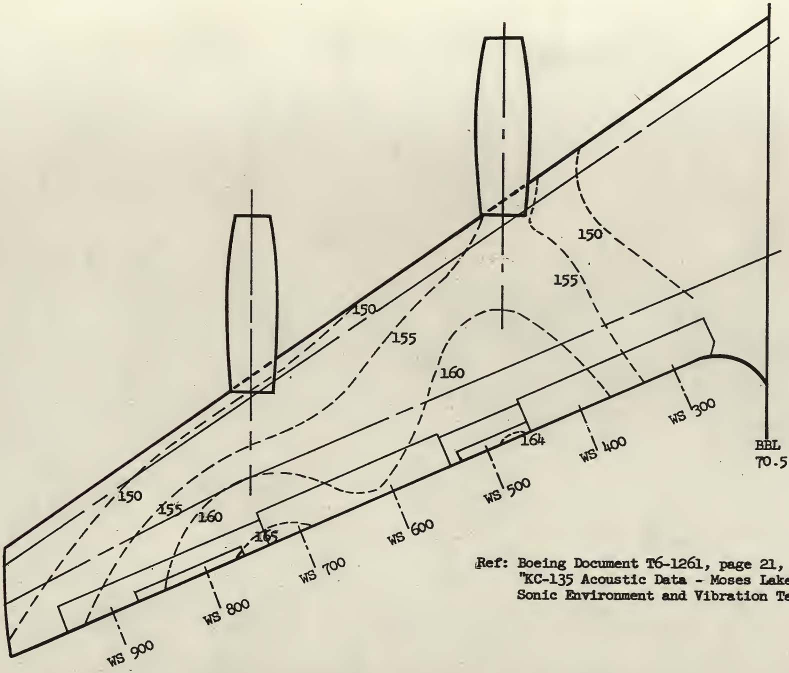
J 57

K 482.2 MANHOURS

L INVESTIGATION REVEALED THE FOLLOWING TYPE MALFUNCTIONS RESULTED IN FAILURE OF FUEL AIR STARTERS P/N 7TNAS18-N05 MANUFACTURED BY GENERAL ELECTRIC CO: 1. CUT-OUT CENTRIFUGAL SWITCH OPENS CIRCUIT BEFORE ENGINE HAS ATTAINED ENOUGH RPM TO SUSTAIN ~~COMBUSTION.~~ ACCELERATION 2. FUEL INJECTION IS RESTRICTED BY CARBON BUILD-UP AROUND THE INJECTION NOZZLE. 3. FUEL LEAKS DEVELOPING AROUND THE FUEL INJECTION NOZZLE. THE FOLLOWING TYPE MALFUNCTIONS RESULTED IN FAILURE OF FUEL AIR STARTERS P/N HS541091 MANUFACTURED BY HAMILTON STANDARD:

PAGE THREE 432

(1) NORMAL CUT-OUT CENTRIFUGAL SWITCH OPENS BEFORE ENGINE HAS ATTAINED ENOUGH RPM TO SUSTAIN COMBUSTION (2) NORMAL CUT-OUT CENTRIFUGAL SWITCH FAILS TO OPEN AND OVERSPEED SWITCH ACTUATES TO STOP STARTER. THE OVERSPEED SWITCH MUST BE RESET MANUALLY AND REQUIRES REMOVAL AND REPLACEMENT OF STARTER (3) CLUTCH FAILS TO MAKE A POSITIVE ENGAGEMENT AND SLIPS UNDER TORQUE. INVESTIGATION REVEALED DEFECTIVE STARTERS ARE R[illegible]TED FOR BENCH CHECK. DURING



Ref: Boeing Document T6-1261, page 21, "KC-135 Acoustic Data - Moses Lake Sonic Environment and Vibration Test"

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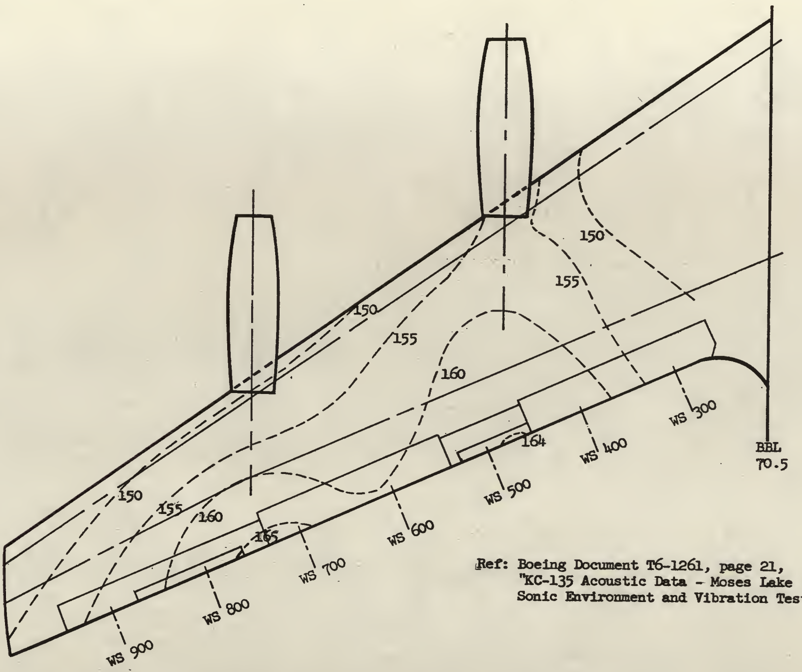

Ref: Boeing Document T6-1261, page 21, "KC-135 Acoustic Data - Moses Lake Sonic Environment and Vibration Test"

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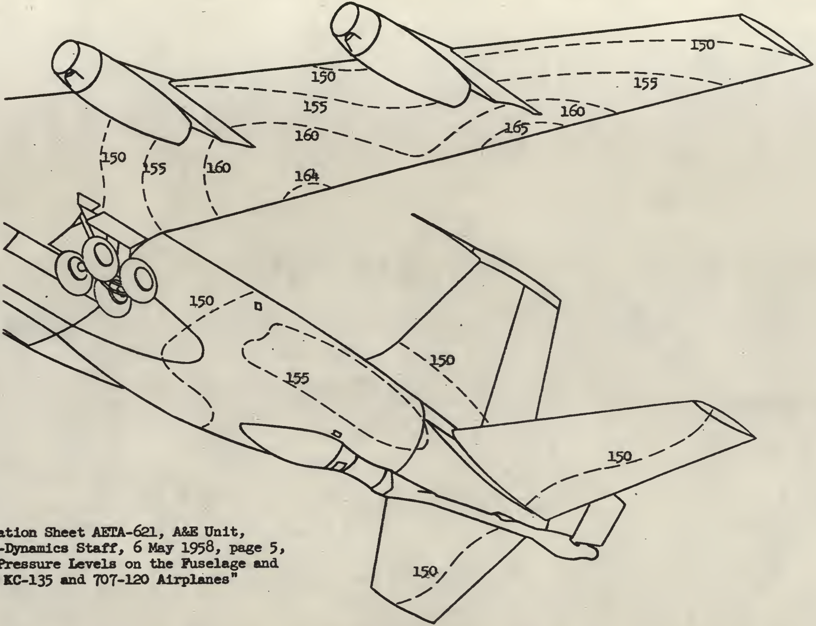


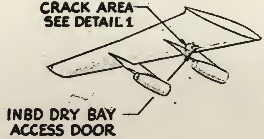
Ref:

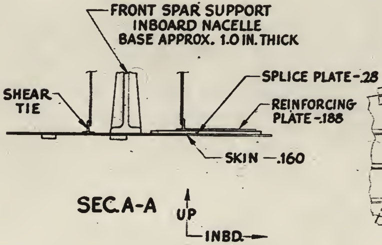
Coordination Sheet AETA-621, A&E Unit, Electro-Dynamics Staff, 6 May 1958, page 5, "Sound Pressure Levels on the Fuselage and Tail of KC-135 and 707-120 Airplanes"

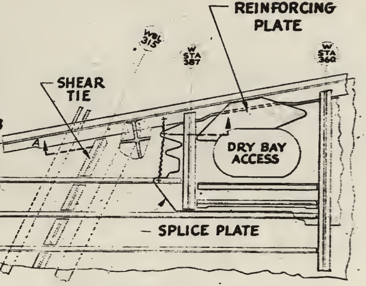
FIGURE 7 - MEASURED SOUND PRESSURE LEVELS OF OVER-ALL FREQUENCY BAND ON KC-135 WITH J57-P43 ENGINES AT FULL WET POWER

LOWER WING SKIN PROBLEM

(LEFT WING SHOWN, THOUGH CRACK OCCURRED IN RIGHT WING)





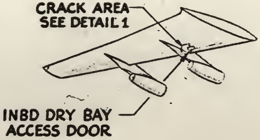


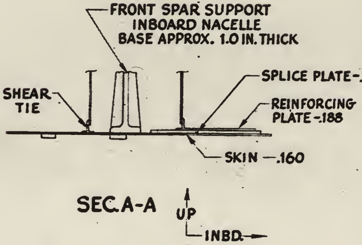
PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/8 61-5

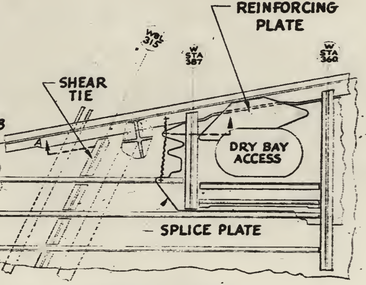
LOWER WING SKIN PROBLEM

(LEFT WING SHOWN, THOUGH CRACK OCCURRED IN RIGHT WING)





SEC.A-A

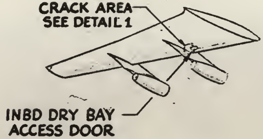


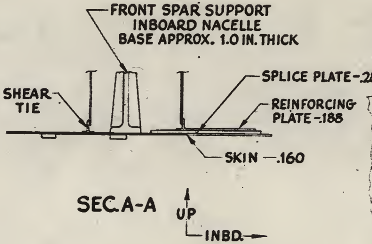
PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/S 61-5

LOWER WING SKIN PROBLEM

(LEFT WING SHOWN, THOUGH CRACK OCCURRED IN RIGHT WING)





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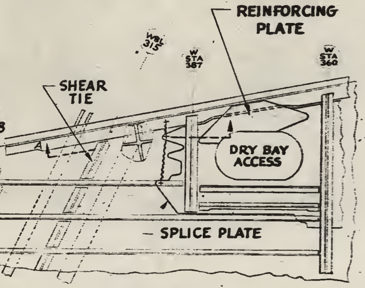

PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/S 61-5

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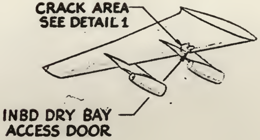

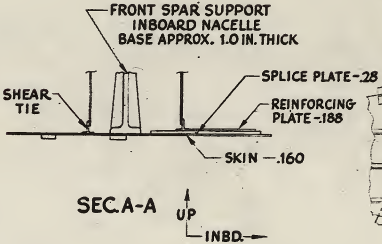

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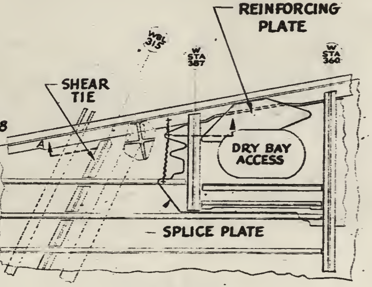

PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/S 61-5

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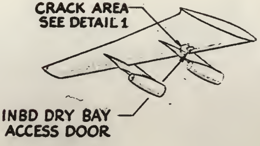

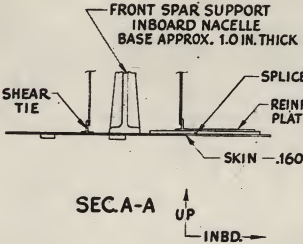

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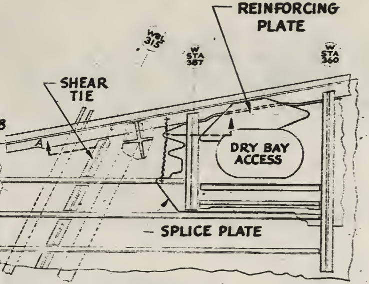

PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/S 61-5

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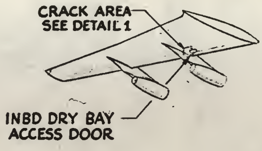

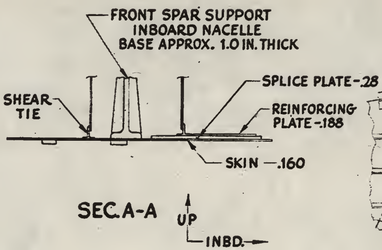

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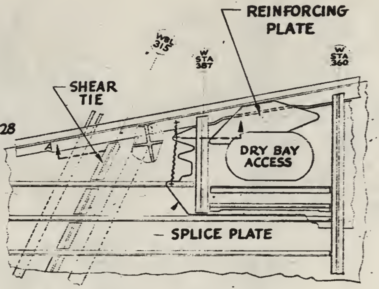
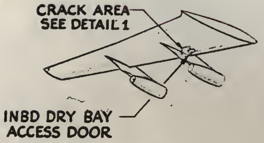


PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/S 61-5



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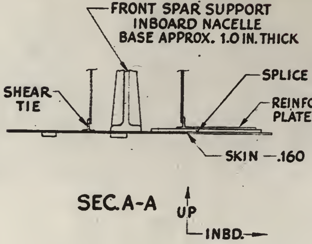

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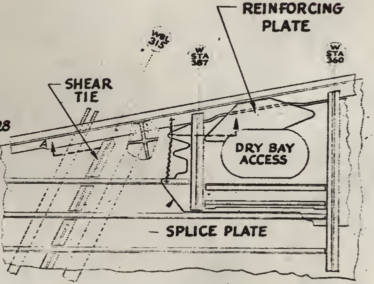
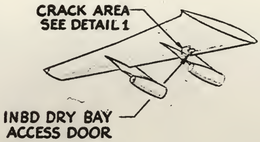


PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/S 61-5



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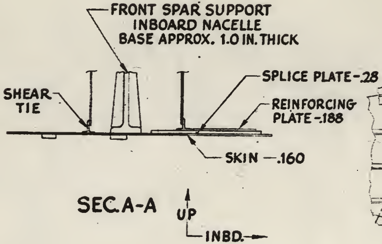

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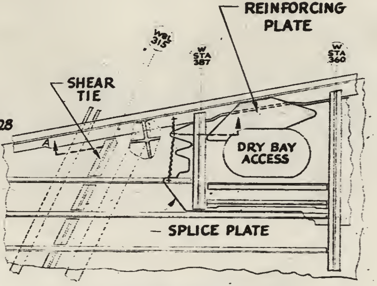
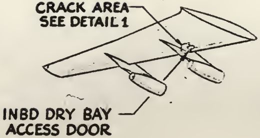


PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/S 61-5



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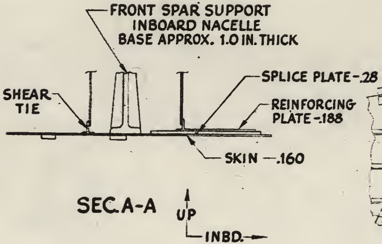

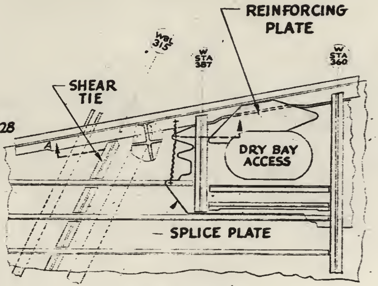

PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/S 61-5

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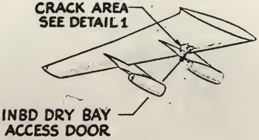

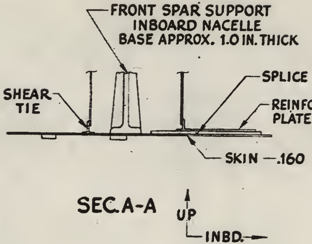

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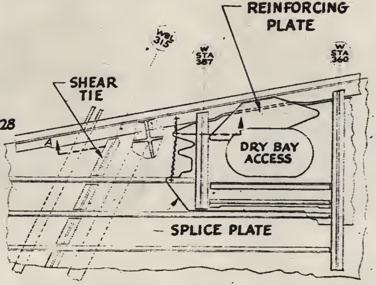
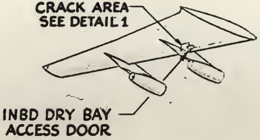


PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/S 61-5



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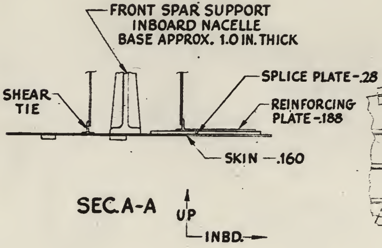
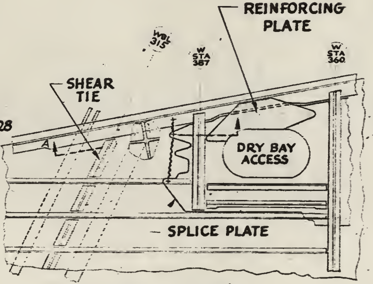
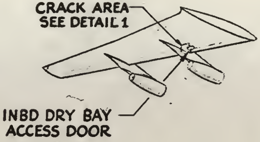




PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/S 61-5



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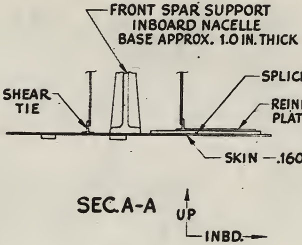

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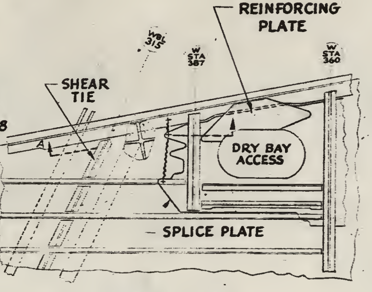

PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to C/S 61-5

LEADING EDGE SKIN CRACKS

PROBLEM:

CRACKS IN LEADING EDGE SKINS AT THE RIVET COMMON TO THE INTERSECTION OF SPANWISE STRINGER AND THE RIB - UPPER AND LOWER SURFACE

CAUSE:

FATIGUE - BUFFETING OF THE SKIN

ACTION:

A REPLACE MAGNESIUM SKINS WITH ALUMINUM SKINS

B REPAIR OF CRACKS

1. CRACK LESS THAN .03 - DRILL OUT RIVET & REPLACE WITH 1/4 INCH RIVET.
2. CRACK LESS THAN .40 - LEAVE AS IS EXCEPT 1 ABOVE
3. CRACK IS .40 TO .75 - STOP DRILL 1/8" & FILL WITH SEALANT
4. TWO OR MORE CRACKS PER RIVET .40 TO .50 - STOP DRILL 1/8" & FILL
5. CRACKS IN EXCESS OF ABOVE - FLUSH PATCH REPAIR PER 1C-135(K)A-3.

Attachment III
to C/S 61-5
Page 1 of 2

LEADING EDGE SKIN CRACKS

PROBLEM:

CRACKS IN LEADING EDGE SKINS AT THE RIVET COMMON TO THE INTERSECTION OF SPANWISE STRINGER AND THE RIB - UPPER AND LOWER SURFACE

CAUSE:

FATIGUE - BUFFETING OF THE SKIN

ACTION:

A REPLACE MAGNESIUM SKINS WITH ALUMINUM SKINS

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LEADING EDGE SKIN CRACKS

PROBLEM:

CRACKS IN LEADING EDGE SKINS AT THE RIVET COMMON TO THE INTERSECTION OF SPANWISE STRINGER AND THE RIB - UPPER AND LOWER SURFACE

CAUSE:

FATIGUE - BUFFETING OF THE SKIN

ACTION:

A REPLACE MAGNESIUM SKINS WITH ALUMINUM SKINS

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LEADING EDGE SKIN CRACKS

PROBLEM:

CRACKS IN LEADING EDGE SKINS AT THE RIVET COMMON TO THE INTERSECTION OF SPANWISE STRINGER AND THE RIB - UPPER AND LOWER SURFACE

CAUSE:

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LEADING EDGE SKIN CRACKS

PROBLEM:

CRACKS IN LEADING EDGE SKINS AT THE RIVET COMMON TO THE INTERSECTION OF SPANWISE STRINGER AND THE RIB - UPPER AND LOWER SURFACE

CAUSE:

FATIGUE - BUFFETING OF THE SKIN

ACTION:

A REPLACE MAGNESIUM SKINS WITH ALUMINUM SKINS

B REPAIR OF CRACKS

1. CRACK LESS THAN .03 - DRILL OUT RIVET & REPLACE WITH 1/4 INCH RIVET.
2. CRACK LESS THAN .40 - LEAVE AS IS EXCEPT 1 ABOVE
3. CRACK IS .40 TO .75 - STOP DRILL 1/8" & FILL WITH SEALANT
4. TWO OR MORE CRACKS PER RIVET .40 TO .50 - STOP DRILL 1/8" & FILL
5. CRACKS IN EXCESS OF ABOVE - FLUSH PATCH REPAIR PER 1C-135(K)A-3.

Attachment III
to C/S 61-5
Page 1 of 2

LEADING EDGE SKIN CRACKS

PROBLEM:

CRACKS IN LEADING EDGE SKINS AT THE RIVET COMMON TO THE INTERSECTION OF SPANWISE STRINGER AND THE RIB - UPPER AND LOWER SURFACE

CAUSE:

FATIGUE - BUFFETING OF THE SKIN

ACTION:

A REPLACE MAGNESIUM SKINS WITH ALUMINUM SKINS

B REPAIR OF CRACKS

1. CRACK LESS THAN .03 - DRILL OUT RIVET & REPLACE WITH 1/4 INCH RIVET.
2. CRACK LESS THAN .40 - LEAVE AS IS EXCEPT 1 ABOVE
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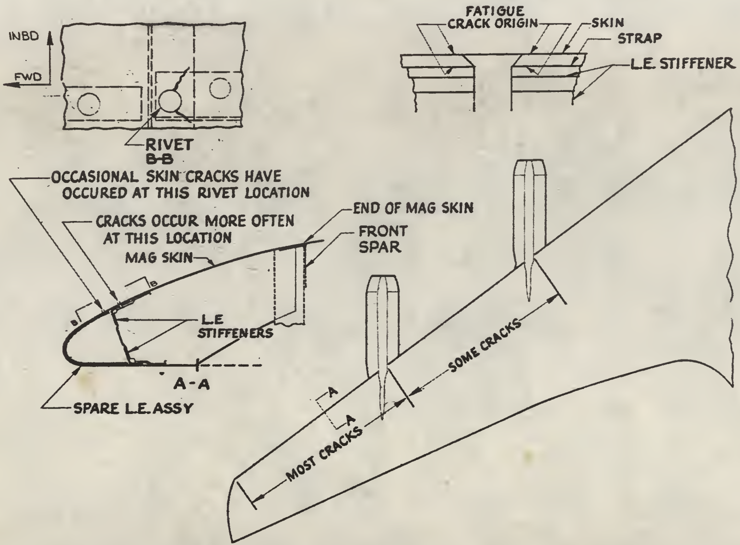
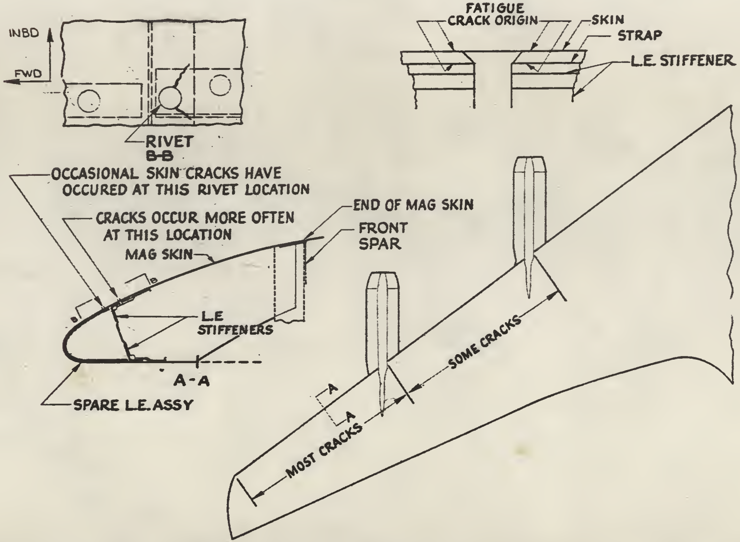
Attachment III
to C/S 61-5
Page 1 of 2

LEADING EDGE SKIN PROBLEM



Attachment III
to C/S 61-5
Page 2 of 2

LEADING EDGE SKIN PROBLEM



Attachment III
to C/S 61-5
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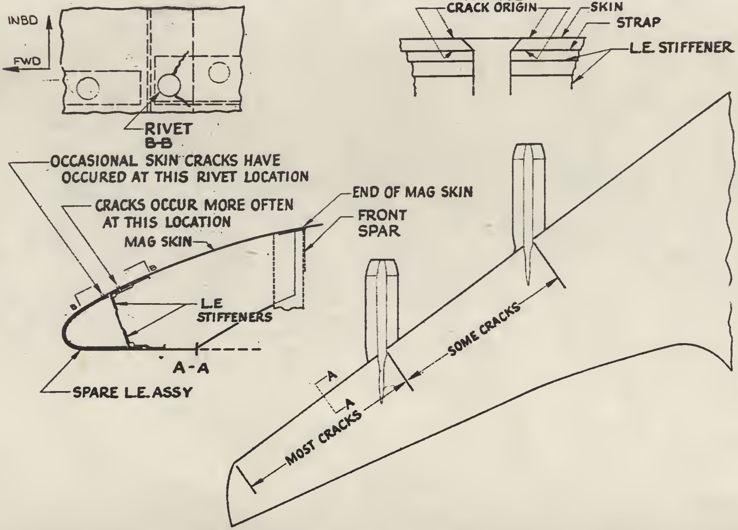
LEADING EDGE SKIN PROBLEM



Attachment III
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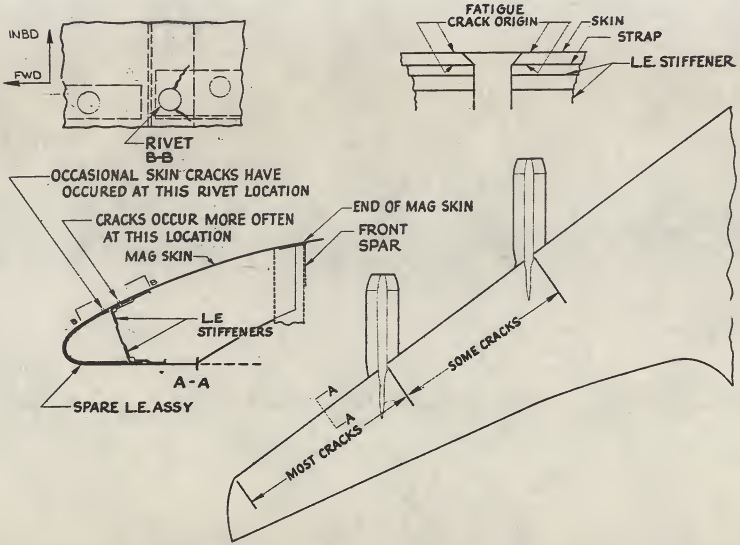
LEADING EDGE SKIN PROBLEM



Attachment III
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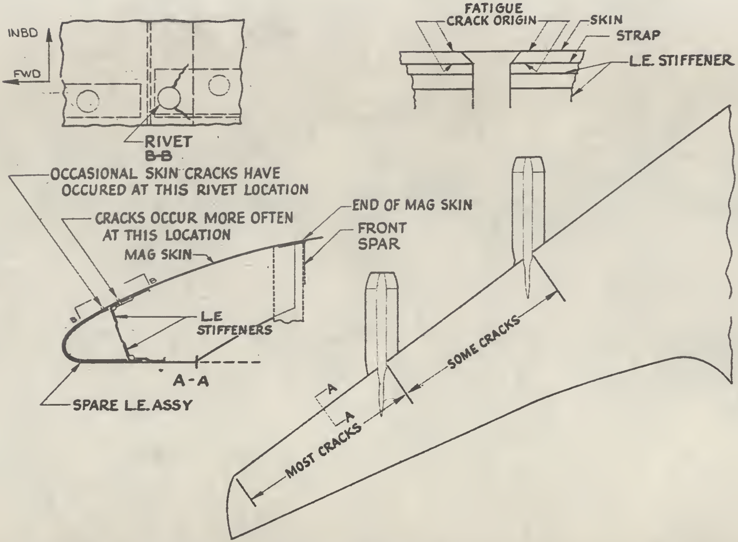
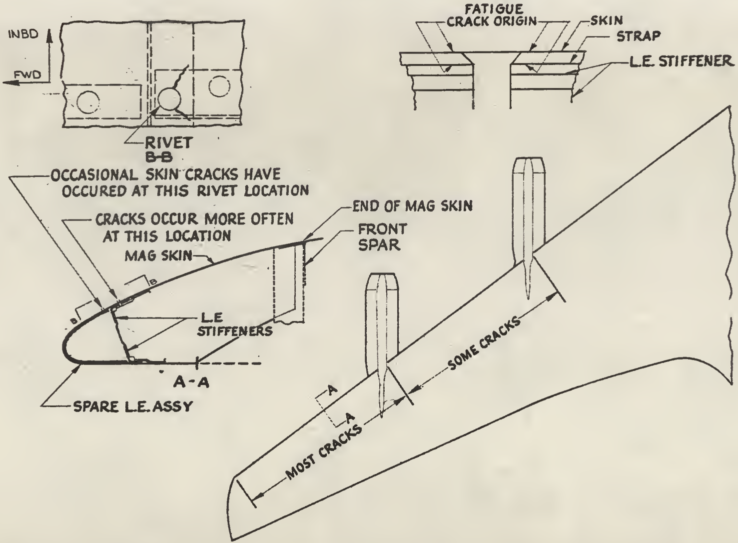
Page 2 of 2

LEADING EDGE SKIN PROBLEM



Attachment III
to C/B 61-5
Page 2 of 2

LEADING EDGE SKIN PROBLEM



Attachment III
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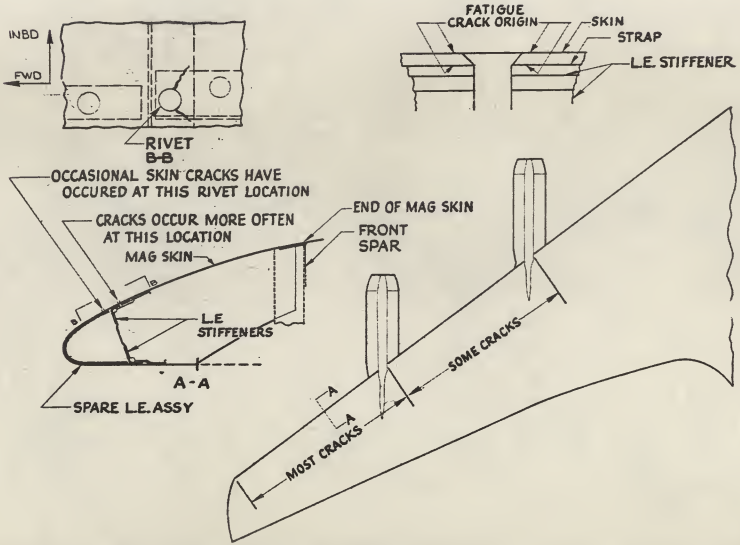
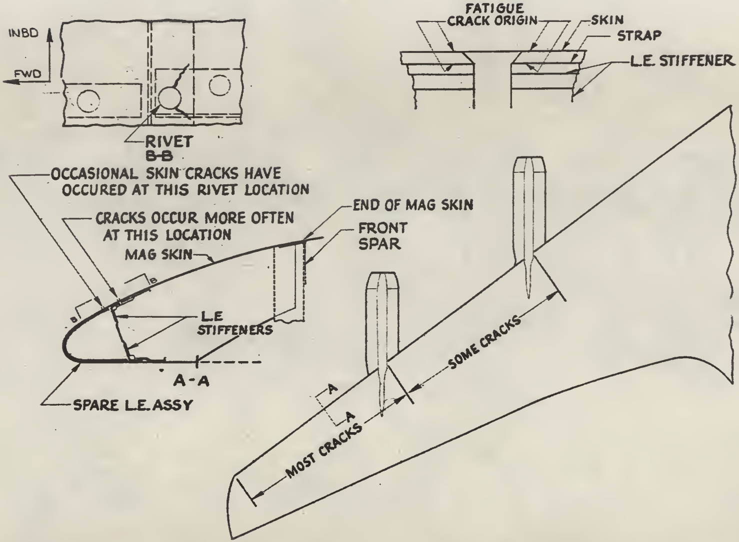
Page 2 of 2

LEADING EDGE SKIN PROBLEM



Attachment III to C/S 61-5 Page 2 of 2

LEADING EDGE SKIN PROBLEM



Attachment III
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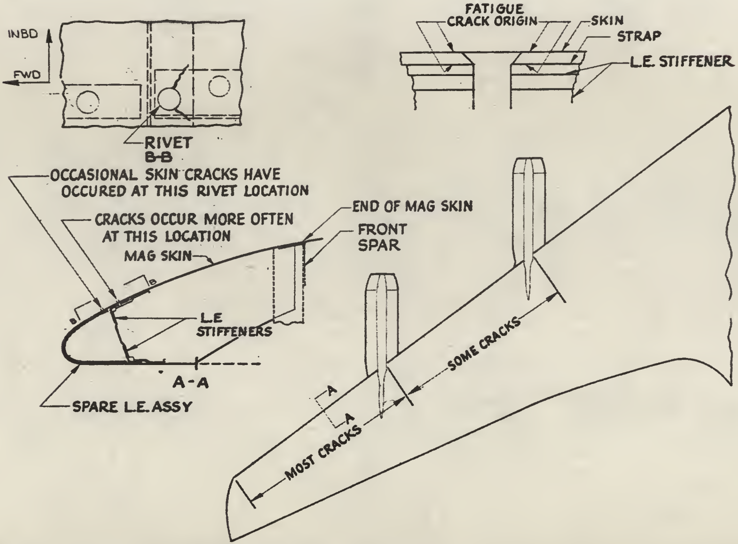
Page 2 of 2

LEADING EDGE SKIN PROBLEM



Attachment III
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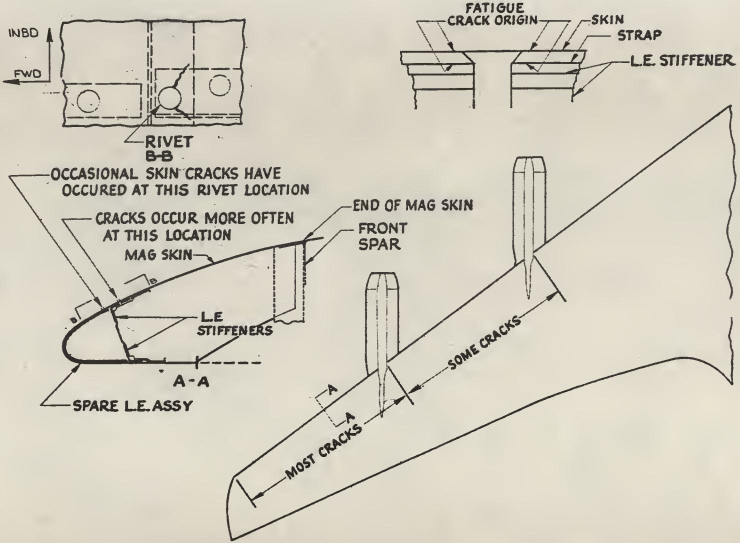
Page 2 of 2

LEADING EDGE SKIN PROBLEM



INBOARD AILERON TAB

PROBLEM

AILERON CONTROL BINDING

CAUSE

TAB NOSE RETENTION SCREWS BACKING OUT (VIBRATION)

ACTION

A PRODUCTION

1. COATED SCREWS AND HELI-COIL INSERTS WITH BMS 5-29 TYPE I OR II EFFECTIVE 59-1483 (386) THRU 59-1497 (400)
2. ITEM 1. PLUS COATED TAB NOSE AND BALANCE WEIGHT WITH BMS 5-19 TYPE BI EFFECTIVE 59-1498 (401) & ON

B RETROFIT & INSPECTION

1. T.O. -875 INSPECTED SCREWS FOR REQUIRED LENGTH
2. T.O. -915 (RELEASED 29 AUGUST 1960) WILL REQUIRE COATING OF SCREWS AND HELI-COIL INSERTS WITH BMS 5-29 TYPE I OR II EFFECTIVE AIRPLANES 57-1464 (144) & ON INCLUDING AILERON TABS 5-87421-61, -62, -69, -70, -79, -80, -87, -88.

Attachment IV to C/S 61-5

INBOARD AILERON TAB

PROBLEM

AILERON CONTROL BINDING

CAUSE

TAB NOSE RETENTION SCREWS BACKING OUT (VIBRATION)

ACTION

A PRODUCTION

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Attachment IV to C/S 61-5

INBOARD AILERON TAB

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Attachment IV to C/B 61-5

COMPONENT	PROJECTED STRUCTURAL AREA, SQ FT	NUMBER OF REPORTED KC-135 STRUCTURAL MALFUNCTIONS								TOTAL NUMBER OF PRIMARY MALFUNCTIONS	NUMBER OF MALFUNCTIONS PER SQ FT
		×	○	ɸ	□	▽	▼	■	●		
		HONEYC'B DELAM.	HINGE CRACKED	CONTROL ROD WORN	SKIN CRACKED	RIB CRACKED	STIFF CRACKED	BRACKET CRACKED	FASTENER LOOSE		
WINGS, Excl.Cont.Surfaces	1992.0	0	2	10	59*	49	9	55	7	191	0.1
Inboard Ailerons	54.0	1	0	21	1	17	0	0	43	83	1.5
Inboard Aileron Tabs	5.8	5	179	32	2	0	0	0	12	230	39.7
Outboard Ailerons	67.0	0	10	0	11	3	1	0	2	27	0.4
Outboard Aileron Tabs	9.0	2	53	27	0	0	0	0	0	82	9.1
Inboard Flaps	162.8	30	0	0	0	1	0	0	0	31	0.2
Outboard Flaps	168.0	20	0	0	15	0	0	0	1	36	0.2
Fillet Flaps	66.8	-	0	0	28	0	0	0	0	28	0.4
FIN, Excl.Cont.Surfaces	197.0	-	0	0	0	0	0	0	2	2	0.01
Rudder	118.3	-	3	1	0	6	0	0	1	11	0.1
Rudder Trim Tab	1.9	5	0	1	1	0	0	0	0	7	3.7
Rudder Control Tab	1.5	4	0	0	0	0	0	0	0	4	2.1
Rudder Antibalance Tab	1.4	10	0	0	0	0	0	0	0	10	7.1
Rudder Stability Tab	3.6	20	1	0	3	0	0	0	0	24	6.7
STABILIZERS, Excl.Cont.Surf.	374.6	-	43	0	1	0	0	0	2	46	0.1
Elevators	132.8	7	7	0	2	0	0	0	0	16	0.1
Elevator Control Tabs	12.9	7	0	0	0	0	0	0	0	7	0.5
Stab. Act. Elevator Tabs	4.9	5	2	8	0	0	0	0	0	15	3.1
WINGS, Incl.Cont.Surf.	2525.4	58	244	90	116*	70	10	55	65	708	0.28
FIN, " " "	323.7	39	4	2	4	6	0	0	3	58	0.18
STABILIZERS, " " "	525.2	19	52	8	3	0	0	0	2	84	0.16
WINGS, STABILIZERS, FIN TOTAL	3374.3	116	300	100	123	76	10	55	70	850	0.25
		14%	35%	12%	15%	9%	1%	6%	8%	100%	

*Not included are approx. 300 skin cracks eminating from rivet holes in the wing leading edge.

SUMMARY OF KC-135 PRIMARY STRUCTURAL MALFUNCTIONS REPORTED PRIOR TO JANUARY 1, 1961

COMPONENT	PROJECTED STRUCTURAL AREA, SQ FT	NUMBER OF REPORTED KC-135 STRUCTURAL MALFUNCTIONS								TOTAL NUMBER OF PRIMARY MALFUNCTIONS	NUMBER OF MALFUNCTIONS PER SQ FT
		×	○	ϕ	□	▽	▼	■	●		
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Inboard Flaps	162.8	30	0	0	0	1	0	0	0	31	0.2
Outboard Flaps	168.0	20	0	0	15	0	0	0	1	36	0.2
Fillet Flaps	66.8	-	0	0	28	0	0	0	0	28	0.4
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Rudder	118.3	-	3	1	0	6	0	0	1	11	0.1
Rudder Trim Tab	1.9	5	0	1	1	0	0	0	0	7	3.7
Rudder Control Tab	1.5	4	0	0	0	0	0	0	0	4	2.1
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Elevators	132.8	7	7	0	2	0	0	0	0	16	0.1
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		14%	35%	12%	15%	9%	1%	6%	8%	100%	

*Not included are approx. 300 skin cracks eminating from rivet holes in the wing leading edge.

SUMMARY OF KC-135 PRIMARY STRUCTURAL MALFUNCTIONS REPORTED PRIOR TO JANUARY 1, 1961

(1) Location

(2) Description

c. Fill and drain procedures

6. Oxygen systems

a. Oxygen requirements

(1) Crew

(2) Passengers

b. Passenger oxygen system

(1) System equipment

(a) location
(b) type
(c) function

(2) System operation

(3) Servicing

(4) Portable oxygen bottles

(a) purpose
(b) description
(c) location

c. Crew oxygen system

(1) System equipment

(a) location
(b) description
(c) operation
(d) servicing

(2) Portable oxygen bottle

(a) location
(b) description

7. Lighting

c. Cargo compartment doors

(1) Type

(2) Location

(3) Description

(4) Operation

d. Cargo compartment floor and lining

(1) General description

(2) Insulation

(3) Access and inspection openings

e. Cargo compartment equipment

(1) Shelves

(a) description
(b) attachment
(c) folding provisions

(2) Netted webbing

(a) description
(b) attachment
(c) adjustment

f. Fire protection

(1) Fire detection

(2) Control

5. Cabin water systems

a. Description of systems

(1) Forward

(2) Aft

b. Service panels

(1) Escape hatches

(2) Main entry doors

(3) Galley doors

(4) Chop-out areas

b. Location and description of emergency equipment

(1) Escape slides

(2) Escape ropes

(3) Life rafts

(4) Fire extinguishers

(5) Oxygen

(6) Life vests

(7) Crash axes

(8) First aid kits

(9) Flares

(10) Lights

(11) Special emergency equipment

4. Cargo compartments

a. General description

(1) Classification

(2) Forward compartment

(3) Aft compartment

b. Load capacities and distribution

(1) Forward compartment

(2) Aft compartment

(1) Seating arrangement variations

(a) first class
(b) tourist
(c) mixed service

k. Floor and floor covering

(1) Floor structure

(2) Main floor covering

(a) removal
(b) replacement

(3) Lavatory compartment and galley floor covering

l. Sidewall windows and panels

(1) Insulation

(2) Window panels

(a) description
(b) window size and material
(c) window shades
(d) panel fasteners
(e) removal and installation

(3) Dado panels

(a) description
(b) removal and installation

m. Ceiling

(1) Insulation

(2) Panels

(a) removal and installation

(3) Equipment stowage provisions

3. Emergency equipment

a. Escape provisions

f. Galleys

(1) Type

(2) Location and arrangement

(3) Installation

(4) Galley service doors

(a) type
(b) descriptio n
(c) operation

g. Coat compartments

(1) Description

(2) Location

h. Cabin attendant stations

(1) Location

(2) Seat provisions

(3) Cabin attendant's control panel

(a) location and description
(b) passenger call system

i. Miscellaneous passenger cabin equipment

(1) Screens and partitions

(a) location
(b) purpose

(2) Magazine racks

(a) location

(3) Passenger signs

(a) type
(b) location

j. Alternate passenger cabin arrangement

(1) Purpose

(2) Location

(3) General description

d. Passenger service units

(1) Purpose

(2) Location

(3) General description of unit and components

(a) air outlets
(b) reading lights
(c) oxygen masks
(d) attendant call
(e) loudspeaker

(4) Spacing adjustments

e. Lavatory compartments

(1) Location and arrangement

(2) Toilet equipment

(a) description
(b) servicing provisions

(3) Wash basin equipment

(a) description
(b) drain provisions

(4) Lavatory compartment equipment

(a) description
(b) location
(c) servicing

(5) Signs and indicators

(a) type
(b) location

(a) oxygen equipment
(b) fire extinguisher
(c) crash axe
(d) first aid kit

(4) Spare bulb storage

(5) Facilities

f. Interior finish

(1) Lining

(2) Flooring

2. Passenger cabin equipment and furnishings

a. Main entry doors

(1) Type

(2) Location

(3) Description

(4) Operation

b. Passenger seats

(1) General description

(a) types
(b) seat arms
(c) ash trays
(d) seat pockets
(e) recline operation
(f) removal
(g) installation

(2) Seating arrangement

(a) method of attachment
(b) seat spacing
(c) seat identification
(d) interchangeability

c. Overhead racks

L. Equipment and Furnishings | 24 Hours | 1, 2, 3, 5, 6, 8, 9

1. Control cabin equipment and furnishings

   a. Crew stations

      (1) Arrangement

      (2) Control panels

   b. Crew seats

      (1) Type

      (2) Adjusting features

   c. Coat compartment

      (1) Coat storage

      (2) Hat rack

      (3) Bookcase

   d. Equipment for crew members

      (1) Data cases

      (2) Sunvisors

      (3) Ash trays

      (4) Oxygen masks and mask storage

      (5) Headset and microphone holders

      (6) Coffee cup holders

   e. Control cabin bulkhead

      (1) Location

      (2) Door

      (3) Emergency equipment storage

(a) type and size
(b) cable run

(5) Aft rudder quadrant

(a) location
(b) tab linkage and centering spring

(6) Upper control tab

(7) Lower control and anti-balance tab

(8) Gust damper

c. Rudder trim system

(1) Trim control knob

(a) degrees trim
(b) pointer

(2) Control cables

(a) type and size
(b) cable run

(3) Trim actuator assembly

(a) cable attachment
(b) movement
(c) brake assemblies

(4) Rudder trim tab

(a) tab attachments
(b) deflection angles
(c) rudder deflections

d. Rigging procedures

(1) Control cables

(2) Linkage

8. Examination and review

(4) Control cables

(a) type and size
(b) cable run

d. Rigging procedures

(1) Cable system

(2) Linkage

7. Rudder system

a. Rudder design

(1) Structure

(a) spars
(b) ribs
(c) skin
(d) balance panel and seals
(e) tabs
(f) attachments

(2) Operational description

(a) deflection angles
(b) structural stops

b. Rudder control system

(1) Rudder pedals

(a) attachment points
(b) stops

(2) Rudder pedal adjustment

(a) crank and flexible shaft
(b) universal joint and screw mechanism

(3) Forward quadrants and bus system

(a) attachments
(b) left and right bus system

(4) Control cables

(2) Operational description

(a) deflection angle
(b) effectiveness

b. Electrical actuation

(1) Control switches

(a) location
(b) positions

(2) Cutout switch

(a) location
(b) function

(3) Warning light

(a) location
(b) function

(4) Trim actuator

(a) trim motor
(b) magnetic clutch
(c) slip clutch
(d) limit switches
(e) jack screw
(f) differential gearing
(g) aft cable drum
(h) auto-pilot servo

c. Manual actuation

(1) Control wheel

(2) Chain drive and sprockets

(a) location
(b) function

(3) Forward drum mechanism

(a) input
(b) cable attachments
(c) position indicator attachment

(a) cable type and size
(b) cable run

(3) Elevator control quadrant

(a) structural attachments
(b) auto-pilot servo attachment

(4) Centering spring

(a) function

(5) Control tab linkage and stops

(a) components

(6) Control tabs

(a) type
(b) function

(7) Gust damper

(a) location
(b) function

c. Stabilizer actuated tab

(1) Linkage

(2) Tab

d. Rigging procedures

(1) Cable systems

(2) Linkages

6. Stabilizer trim

a. Design features

(1) Structure

(a) torque box
(b) attachments

(4) Inboard control differential

(5) Inboard control valve

(a) input
(b) follow-up

(6) Outboard control differential

(7) Outboard control valve

(a) input
(b) follow-up

d. Rigging procedures

(1) Cable system

(2) Linkages

5. Elevator system

a. Elevator design

(1) Structure

(a) spars
(b) ribs
(c) skin
(d) balance panel and seals
(e) tabs
(f) attachments

(2) Operational description

(a) deflection angles
(b) stops

b. Elevator control system

(1) Control column

(a) deflection angles
(b) stops

(2) Control cables

(a) construction
(b) materials
(c) attachments

(2) Operational description

(a) deflection angles
(b) blow down features
(c) aerodynamic separation control
(d) warning horn

b. Spoiler control system

(1) Control wheel

(2) Control cables

(a) cable type and size
(b) cable run

(3) Control quadrant and linkage

(4) Spoiler control valve

(a) input
(b) follow-up

(5) Spoiler actuator

(a) location
(b) attachments

(6) Spoiler follow-up differential

c. Speed brake control system

(1) Speed brake control lever

(a) location
(b) positions

(2) Control cables

(a) cable type and size
(b) cable run

(3) Input quadrant

(5) Centering spring

(6) Gust damper

(7) Control tab

c. Outboard aileron control system

(1) Aileron balance bus

(a) cable type and size

(2) Control quadrant

(3) Lockout mechanism

(4) Control linikage

(5) Balance tab

d. Aileron trim system

(1) Trim control knob

(a) location
(b) trim indicator

(2) Control cable

(a) cable type and size
(b) cable run

(3) Trim mechanism

(a) jack screw
(b) brake

e. Rigging procedures

(1) Cable systems

(2) Linkages

4. Spoiler and speed brake system

a. Spoiler design

(1) Structure

(2) AC electrical motors

(a) location
(b) type
(c) output

f. Rigging procedures

(1) Control cables

(2) Drive system linkage

3. Aileron system

a. Aileron design

(1) Structure

(a) spars
(b) ribs
(c) skin
(d) balance panel and seals
(e) tabs
(f) attachments

(2) Operatiunal description

(a) deflection angles
(b) structural stops

b. Inboard aileron control system

(1) Control wheel

(a) type
(b) switches
(c) deflection angles

(2) Control cable system

(a) cable type and size
(b) cable run

(3) Control quadrant

(4) Control tab linkage

(3) Flap drive motors

(a) location
(b) type

(4) Flap by-pass valve

(a) location
(b) type
(c) power supply
(d) function

d. Flap drive and position

(1) Inboard and outboard flap drive units

(a) location
(b) input
(c) internal gearing
(d) torque drive output

(2) Flap drive torque tubes

(a) location
(b) couplings
(c) drive screw and gear boxes

(3) Outboard aileron lockout mechanism

(a) angle gear box
(b) jack screw
(c) aileron lockout attachment

(4) Flap position transmitter and indicator system

(a) power supply
(b) transmitters
(c) indicators

e. Emergency electrical flap drive system

(1) Control

(a) power supply
(b) control switches
(c) relays
(d) limit switches

(1) Location

(a) inboard
(b) outboard
(c) fillet

(2) Structure

(a) ribs
(b) skin
(c) attachments

(3) Operational description

(a) fore flap
(b) cove lip door
(c) flap angle
(d) operating time
(e) speed limitations
(f) flap actuated speed brake cam
(g) trim requirements vs flap position

b. Flap control system

(1) Control handle

(a) location
(b) detents
(c) warning horn

(2) Control cable system

(a) cable type and size
(b) cable run

c. Flap hydraulic system

(1) Flow regulating valve

(a) location
(b) flow rate
(c) function

(2) Flap metering valves

(a) location
(b) input
(c) follow-up system

K. Flight Controls 24 Hours 1, 2, 3, 5, 6, 8, 9

1. Introduction

a. Control surface location

(1) Inboard ailerons

(2) Outboard ailerons

(3) Spoilers - speed brakes

(4) Elevators

(5) Rudder

(6) Wing flaps

(7) Stabilizer trim

b. Aerodynamic balance panels

(1) Control tabs

(a) actuation

(2) Internal balance panels

(a) hinges
(b) seals
(c) static balance
(d) air bleed control

c. Control tab follow-up ratio

(1) Positive

(a) definition
(b) function

(2) Negative

(a) definition
(b) function

2. Wing flap system

a. Flap design

(2) Actuation

(3) Pneumatic ports

(4) Operation

d. Shuttle valve

(1) Location

(2) Actuation

e. Brake

(1) Pneumatic actuation

8. Anti-skid system

a. Skid detector

(1) Location

(2) Flywheel rotation

(3) Commutator signal pickups

b. Control shield

(1) Location

(2) Signal action

c. Dual anti-skid valve

(1) Location

(2) Function

(3) Signal reaction

(4) Brake pairs controlled

9. Examination and review

(6) Lockout deboost valves

(a) location
(b) lockout function
(c) deboost function
(d) servicing operation

(7) Automatic brake adjuster valve

(a) location
(b) function
(c) operation

(8) Shuttle valve

(a) location
(b) function
(c) operation

(9) Brake

(a) location
(b) type
(c) operation

7. Pneumatic brake system

a. Pneumatic cylinder

(1) Location

(2) Charge pressure

(3) Charging valve location

b. Pressure indicating system

(1) Cylinder gage

(a) location

(2) Cockpit gage

(a) location

c. Pneumatic pressure control

(1) Location

(4) Brake control cable system

(a) cable type and size
(b) cable routing

(5) Centering spring

(a) location
(b) function

(6) Metering valve

(a) cable attachment
(b) actuation

b. Brake hydraulic system

(1) Brake pressure source

(a) utility system
(b) auxiliary system

(2) Brake accumulator

(a) location
(b) pneumatic charge

(3) Accumulator charge indicating system

(a) transmitter location
(b) gage location

(4) Brake metering valves

(a) location
(b) mechanical actuation
(c) L.G. "Up" pressure actuation
(d) hydraulic ports
(e) operation

(5) Dual anti-skid valves

(a) location
(b) hydraulic ports
(c) function

(2) Steering disconnect valve

(a) installation
(b) trunnion actuation

(3) Steering metering valve

(a) installation
(b) hydraulic ports
(c) actuation means
(d) hydraulic fluid flow
(e) centering springs action
(f) compensator action
(g) flow by-pass passages

(4) Steering cylinders

(a) attachment points
(b) hydraulic ports
(c) operation

(5) Nose wheel centering

(a) oleo cam arrangement
(b) actuation
(c) switch location

6. Hydraulic brake system

a. Mechanical control system

(1) Brake pedals

(a) location
(b) actuation

(2) Pedal linkage

(a) pedal to crank drum
(b) pilot-copilot interconnect

(3) Parking brake

(a) handle location
(b) catch location
(c) parking brake application
(d) parking brake release

(a) location
(b) color

(3) Circuit

(a) wiring installation
(b) power source
(c) circuit breaker
(d) operation

5. Nose wheel steering

a. Steering control cable system

(1) Steering wheel

(a) location
(b) operation

(2) Cable drum

(a) location
(b) steering wheel rod connection
(c) centering switch installation

(3) Control cable system

(a) cable type and size
(b) cable routing

(4) Steering follow-up mechanism

(a) location
(b) type
(c) operation

(5) Steering knuckle

(a) cable attachment
(b) follow-up action

b. Steering hydraulic system

(1) L. G. selector valve

(a) valve actuation
(b) pressure source

(3) Lock switches

(a) location
(b) actuation

(4) Gear warning light

(a) location
(b) color

(5) L.G. control lever switches

(a) location
(b) lever actuation

(6) Warning relays

(a) location
(b) electrical energizing
(c) operation sequence

(7) Warning horn

(a) location
(b) sound

(8) Throttle retard switches

(a) location
(b) throttle actuation

(9) Circuit

(a) wiring installation
(b) power source
(c) circuit breakers
(d) down and lock operation
(e) gear warning light operation
(f) gear warning horn operation

c. Gear door warning

(1) Door lock switches

(a) location
(b) actuation

(2) Warning light

4. Landing gear electrical systems

a. Landing gear lever latch control

(1) Lever latch switches

(a) location
(b) lock action

(2) Nose gear centering switch

(a) location
(b) actuation

(3) Main and nose gear safety switches

(a) location
(b) strut actuation

(4) Main gear truck level switch

(a) location
(b) truck actuation

(5) Safety relays

(a) location
(b) electrical energizing

(6) Circuit

(a) wiring installation
(b) power source
(c) circuit breakers
(d) operation

b. Landing gear position and warning

(1) Gear down and lock lights

(a) location
(b) color
(c) dimmer control

(2) Gear position switches

(a) location
(b) actuation

(d) door opening action
(e) gear release action
(f) gear down lock action

(3) Emergency extension cable system

(a) cable type and size
(b) cable routing
(c) cable spring cartridge installation

(4) Emergency N.G. door release

(a) cable routing
(b) operation

(5) Release drum

(a) location
(b) locking shaft attachment
(c) release operation

(6) N.G. down lock system

(a) down lock pin installation
(b) down lock actuation
(c) reset of down lock system

d. Nose gear rigging

(1) L.G. control valve

(a) centering pin location
(b) cable rigging

(2) Nose gear mechanical linkage

(a) drag brace travel
(b) gear actuator travel
(c) lock rod travel
(d) lock retention rod travel
(e) oleo extension

(3) Emergency extension

(a) emergency door release travel
(b) gear release travel
(c) gear down lock travel

(d) sequence of port openings

(6) N.G. lock retention actuator

(a) hydraulic port
(b) operation

(7) N.G. lock actuator

(a) hydraulic ports
(b) operation

(8) N.G. actuator

(a) hydraulic ports
(b) operation

(9) Variable restrictor

(a) location
(b) purpose
(c) hydraulic ports
(d) operation

(10) Fixed restrictors (3)

(a) locations
(b) purposes
(c) hydraulic operation

(11) Restrictor check valve

(a) location
(b) purpose
(c) hydraulic operation

c. Emergency extension system

(1) Handcrank

(a) storage
(b) use

(2) Handcrank drum

(a) location
(b) cranking direction
(c) pawl operation

(a) attachment points
(b) steering forces action

(10) Steering metering valve

(a) valve housing installation
(b) follow-up mechanism location

(11) Landing gear doors

(a) attachment points
(b) hydraulic actuator installation
(c) lock retention bungee installation
(d) operation

b. Nose gear hydraulic system

(1) L.G. selector valve

(a) cockpit to valve control cable operation (repeat from M.G.)
(b) hydraulic ports (repeat from M.G.)
(c) three positions (repeat from M.G.)

(2) L.G. door control valve

(a) location
(b) mechanical actuation
(c) hydraulic ports
(d) sequence of port openings

(3) N.G. door actuator

(a) location and attachment
(b) hydraulic ports

(4) N.G. door safety valve

(a) location
(b) actuation
(c) hydraulic ports
(d) operation

(5) N.G. sequence valve

(a) location
(b) mechanical actuation
(c) hydraulic ports

(a) temperature limitations
(b) altitude limitations

(2) Electrical control

(a) control switches
(b) pressure switches and lights
(c) power lever position
(d) fuel regulator water sensing line

5. Fire protection system

a. Overheat and fire detection system

(1) Detector

(a) location
(b) type

(2) Detection control

(a) electronic amplifier
(b) warning lights
(c) warning bell
(d) warning bell cutout

b. Fire extinguishing system

(1) Bottles

(a) location
(b) discharge valves
(c) fire extinguishing agent

(2) Plumbing and manifolds

(3) Discharge selector valves

(4) Operation and control

(a) switches
(b) relays

6. Engine instrument systems

c. Constant speed drive oil system

(1) Oil tank

(a) location
(b) quantity
(c) filler

(2) Oil cooler

(a) temperature control
(b) bypass and relief control

4. Water injection system

a. System description

(1) Water tank

(a) location
(b) quantity and indication
(c) water pumps
(d) drain valves
(e) filler
(f) thermal drain valve

(2) Plumbing

(a) locations
(b) drain valves

(3) Engine mounted equipment

(a) shutoff valve
(b) regulator
(c) discharge manifold

b. Fill and drain procedures

(1) Water quality

(2) Drain valve position

c. Operation

(1) Requirements

(b) construction
(c) filler
(d) quantity indication
(e) shutoff valve

(2) Oil pressure pump

(a) location
(b) type
(c) check and relief valves
(d) quantity output
(e) pressure output
(f) pump case drain

(3) Oil pressure filter

(a) type and location
(b) bypass relief

(4) Oil pressure indicating system

(a) pressure transmitter
(b) pressure indicator

(5) Oil pressure distribution

(a) oil jet locations
(b) bearings
(c) bearing seals

(6) Oil scavenge system

(a) pumps
(b) distribution

(7) Oil cooler

(a) location
(b) medium of heat exchange
(c) temperature control
(d) bypass and relief control

(8) Oil breather system

(a) case vents
(b) oil centrifuge

(3) Turbine wheel cooling air

b. Compressor surge bleed control

(1) Surge bleed governor

(a) flyweight governor
(b) metering valves
(c) temperature bias

(2) Bleed control valve

(a) internal operation
(b) operation schedule

c. Turbocompressor air bleed

(1) Location and control

d. Engine and nose cowl anti-icing

(1) Engine inlet anti-icing

(a) flow control
(b) air flow passage

(2) Nose cowl anti-icing

(a) flow and temperature control
(b) anti-icing air distribution

3. Engine oil systems

a. Types of oils

(1) Lubrication

(2) Preservation

(3) Quantities

b. Description and operation

(1) Engine oil tank

(a) location

(1) Overall dimensions

(a) length
(b) diameter
(c) weight

(2) Components

(a) case breakdown
(b) compressors
(c) combustion chambers
(d) turbine wheels
(e) inlet and ex it ducts
(f) thrust reverser and noise suppressor

(3) Engine cowling

b. Engine accessories

(1) Engine fuel system

(a) fuel flowmeter
(b) fuel pump
(c) fuel control unit
(d) pressurizing and dump valve
(e) fuel nozzle arrangement

(2) Hydraulic pump
(3) AC generator constant speed drive

(a) oil supply tank and lines
(b) drive mechanism

(4) Engine starter

(a) pneumatic starters
(b) combustor

2. Air bleed systems

a. Engine internal air flow

(1) Thrust bearing balance chamber air
(2) Surge bleed chamber

(2) Waterlines

(3) Buttock lines

b. Design objectives and testing

c. Structural systems descriptions

(1) Stress paths

(2) Fail-safe provisions

3. Materials

a. Description of materials

(1) Strength

(a) stress-strain
(b) fatigue
(c) residual
(d) influencing factors

(2) Fastening

(a) mechanical
(b) thermal
(c) chemical

(3) Forming

(a) deforming
(b) machining
(c) chemical milling

4. Processes

a. Finish requirements

b. Heat treating

5. Examination and review

D. Power Plant — 32 Hours — 1, 2, 3, 5, 6, 8, 9

1. General

a. Description of engine

(2) Waterlines

(3) Buttock lines

b. Design objectives and testing

c. Structural systems descriptions

(1) Stress paths

(2) Fail-safe provisions

3. Materials

a. Description of materials

(1) Strength

(a) stress-strain
(b) fatigue
(c) residual
(d) influencing factors

(2) Fastening

(a) mechanical
(b) thermal
(c) chemical

(3) Forming

(a) deforming
(b) machining
(c) chemical milling

4. Processes

a. Finish requirements

b. Heat treating

5. Examination and review

D. Power Plant — 32 Hours — 1, 2, 3, 5, 6, 8, 9

1. General

a. Description of engine

POWER PLANT

f. Electrical power

(1) Alternating current

(a) power source
(b) components
(c) distribution
(d) control

(2) Direct current

(a) power source
(b) components
(c) distribution
(d) control

(3) External power

(a) type and source
(b) components
(c) distribution
(d) control

7. Examination and review

8. Field trip

C. Structures 4 Hours 1, 2, 3, 5, 6, 8

1. Section breakdown

a. Numerical identification of airplane sections

(1) Structural divisions

(2) Non-structural installations

(a) electrical
(b) passenger accommodations
(c) other

2. Airplane structure

a. Dimensioning practices

(1) Stations

(2) Width

(3) Cross section height

e. Landing gear

(1) Tread - main gear

(2) Wheel base-nose to main gear

(3) Main gear - wheels and tires

(4) Nose gear - wheels and tires

(5) Turning radius

4. Principle design weights

a. Maximum ground handling

b. Maximum in-flight

(1) Flaps up

(2) Flaps down

c. Reserve fuel limitation

d. Basic

5. General interior arrangement and accommodations

a. Control cabin

b. Main cabin

6. Major systems

a. Engine

b. Fuel

c. Manual

d. Hydraulic power

e. Pneumatic power

(8) Aspect ratio

(9) Mean aerodynamic chord

(10) MAC location

b. Flap area

(1) Inboard

(2) Outboard

(3) Fillet

(4) Total

c. Control surfaces areas

(1) Aileron

(a) inboard
(b) outboard
(c) total

(2) Horizontal stabilizer

(a) span
(b) elevator area
(c) total area

(3) Vertical stabilizer

(a) height
(b) rudder area
(c) dorsal area
(d) total area

(4) Spoilers

(a) inboard area
(b) outboard area
(c) total area

d. Body

(1) Length

(2) Wing

(a) swept, low
(b) flexible, full cantilever
(c) "wet"

(3) Body

(a) semi-monocoque
(b) pressurized

(4) Tail surfaces

(a) swept
(b) canti-lever
(c) folding fin
(d) controllable stabilizer

(5) Landing gear

(a) tricycle
(b) truck-type main gear

3. Principle dimensions

a. Wing

(1) Span

(2) Area

(3) Chord

(a) root
(b) tip

(4) Taper ratio

(5) Incidence angle

(a) root
(b) tip

(6) Dihedral

(7) Sweep back

a. Attendance

b. Examining

c. Bell system

d. Smoking privileges

e. Facilities

(1) Cafeteria

(2) Snack bar

(3) Rest rooms

(4) Classroom

(5) Telephone service

(6) Transportation

(7) Coat racks

B. Airplane General Description 7½ Hours 1, 2, 3, 5, 6, 9, 10, 11

1. Introduction

a. History of development

b. 367-80 prototype

(1) First flight

c. Customer airplane

(1) "X" model

(2) Quantity contracted

(3) Time schedule

2. Description

a. Type

(1) Number of engines

a. Structure

b. Service organization

c. Training unit

2. Program

a. Company

b. Customer

3. Equipment

a. Graphic aids

(1) Reproducibles

(2) Transparencies

b. Training devices

(1) Cockpit procedures

(2) Landing gear

(3) Electrical

(4) Hydraulic

(5) Flight controls

(6) Fuel system

(7) Air conditioning and pressurization

c. Models

d. Cutaway parts

e. Films

f. Manuals

4. School procedures

COURSE OUTLINE

INSTRUCTORS AND MAINTENANCE PERSONNEL COURSE

PAA 7121-5

	Hours	Manner of Training

I. TITLE, DURATION, AND MANNER OF TRAINING

A. Title: Model 707-121 Instructors and Maintenance Personnel

B. Duration: 192 Hours (24 Academic Days)

C. Manner of Training:

1. Lecture
2. Projection transparencies
3. Maintenance manual
4. Flight manual
5. Films
6. Charts or photo enlargements
7. Models
8. Parts or cutaways
9. Trainer
10. Mock-up
11. Airplane

II. OUTLINE OF INSTRUCTION

	Hours	Manner of Training
A. Orientation	$\frac{1}{2}$ Hour	1, 2, 6

1. Boeing organization

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 71 POWER PLANT - GENERAL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	ENF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
71-1	Power Plant Installation	☒ A	☐ BRO	☐	☒ X	P.U. ☒	☐	☐	☐	P.U. ☒	☒	☐	☐	☒ X	☐
71-2	Engine Installation Equipment	☒ X	☒	☒	☒	☒	☐	☒	☐	☐ X	☐	☐	☒	P.U. ☒	☒
71-3	Engine Mount Details	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-4	Engine Load Diagram	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-5	Overall Dimensions - JT3C-4 Engine	☒	☒	☒	☒	☒	☐	P.U. ☒ X	☒	☒	☒	☒	☒	☒	☒
71-6	Engine Cowling	P.U. ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-7	Engine Nose Cowl and Tab Assembly	P.U. ☒ C	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-8	Engine Load, Strut Structure and Access Diagram	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-9	Engine Front View	P.U. ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-10	Engine Left Side View	P.U. ☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-11	Engine Rear View	P.U. ☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 71 (cont.) POWER PLANT - GENERAL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
71-12	Typical Jet Engine Operating Curves	☒ Y													
71-13	Engine Right Side View	☒ X													
71-14	Engine Accessory Section - Bottom View	☒ X													
71-15	Engine Front View	☒ X													
71-16	Engine Plumbing Disconnect	☒													

☒ AR[illegible]DER WRITTEN

ART ORDER NUMBER	SECTION 72 ENGINE	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
72-1	Engine Internal Arrangement	☒ X	BPO		☒ X	☒ X				☒ X	☒ X			☒ X	
72-2	Engine Bearing and Accessory Drive Schematic	☒ X													
72-3	Combustion Chamber Details	☒ X													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 73 (cont.) ENGINE FUEL AND CONTROL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
73-12	Engine Driven Fuel Pump	X													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 73 ENGINE FUEL AND CONTROL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	ENF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
73-1	Engine Fuel Control Unit	Pu. ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-2	Engine Fuel System Block Diagram	Pu. ☒ P	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-3	Fuel Manifold Schematic	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-4	Fuel Nozzle Schematic Cutaway	Pu. ☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-5		☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-6	JFC-12 Hydromechanical Fuel Control	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-7	Pressurizing and Dump Valve	Pu. ☒ E	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-8	Fuel Pump and Fuel Control Quick - Disconnect	Pu. ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-9	Primary and Main Fuel Flow V - S RPM	Pu. ☒ V	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-10	Fuel Pressure Indicating System Schematic	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-11	Fuel Control Functions Schematic EN-INE CONTROL SYSTE (121)	Pu. ☒ Y	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 74 IGNITION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
74-1	Engine Ignition Diagram	☒													
74-2	Engine Ignition	☒													
74-3	Engine Ignition System Installation	☒													

☒ ART ORDER WRITTEN

SECTION 75 AIR		PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
75-1	Engine Air Distribution - Left Side	☒													
75-2	Engine Air Distribution - Right Side	☒ A													
75-3	Surge Bleed Control	PU ☒ A													
75-4	Surge Bleed Governor	☒													
75-5	Thrust and Start Levers	☒							☒						
75-6	Engine Compressor Bleed System	☒													

☒ AR[illegible]ER WRITTEN

ART ORDER NUMBER	SECTION 76 ENGINE CONTROLS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
76-1	Engine Throttle Controls	☒													
76-2	Engine Tachometer	☒													
76-3	Engine Control Cables	P.V ☒													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 77 ENGINE INDICATING	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
77-1	Engine Pressure Ratio System Schematic	☒ Y.													
77-2	PRESSURE RATIO TRANSMITTER SCHEMATIC	☒													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 78 EXHAUST	PAA-121 D6-2048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
78-1	Jet Exhaust Velocity	☒	☒	☒	☒	☒		☒	☒	☒	☒	☒	☒	☒	☒
78-2	Jet Exhaust Temperature	☒	☒	☒	☒	☒		☒	☒	☒	☒	☒	☒	☒	☒
78-3	Typical Operating Velocities	☒	☒	☒	☒	☒		☒	☒	☒	☒	☒	☒	☒	☒
78-4	Typical Operating Temperature	☒	☒	☒	☒	☒		☒	☒	☒	☒	☒	☒	☒	☒
78-5	Reverse Thrust and Noise Suppressor	☒													
78-6	Engine Exhaust Temperature Indicating System	☒													

☒ A T O[illegible]R WRITTEN

[illegible] NUM	SECTION 79 ENGINE OIL	PAA-121 D6-1043	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	JEA-138 D6-2763	CUB-139	BRF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
79-1	Engine Oil System Schematic	☒													
79-2	Engine Oil Cooler and Bypass Valve Assembly	☒	☒												
79-3	Oil Pressure Indicating System Schematic	☒													
79-4	Engine Oil Ground Cooling Control	☒													
79-5	Engine Oil Tank	☒													
79-6	Oil Cooler Ejector Valve Override	☒													
79-7	ENGINE OIL DISTRIBUTION	☒													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 80 STARTING	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
80-1	Engine Fuel - Air and Pneumatic Starter System	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
80-2	Engine Start Circuit	☒ A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
80-3	Engine Pneumatic Starter Control System	☒ A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
80-4	Air Turbine Starter	☒ V	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
80-5	Starter Clutch Schematic	☒ A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
80-6	STARTER AIR DISTRIBUTION	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART O WRITTEN

ART ORDER NUMBER	SECTION 27 Cont. FLIGHT CONTROLS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	SEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
27-23	Elevator Snubber Assembly	P.U. ☒													
27-24	Rudder Control System	P.U. ☒	BPO												
27-25	Rudder Pedal Adjusting	P.U. ☒													
27-26	Rudder Gust Damper Details	P.U ☒													
27-27	Rudder Trim System	P.U. A A													
27-28	Stabilizer Trim Control System	☒	BPO												
27-29	Stabilizer Trim Control Details	P.U ☒													
27-30	Stabilizer Trim Circuit	A A													
27-31	Flap Drive Ball Screw Nut Details	PU ☒													
27-32	Tab Follow-up and Internal Balance Panel Mechanism	☒													
27-33	Stabilizer Trim Actuator Mechanism Details	☒													

☒ ART OR WRITTEN

ART ORDER NUMBER	SECTION 26 FIRE PROTECTION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
26-1	Engine Fire Detector	P.U C													
26-2	Engine Fire Extinguisher System	P.U B	123 ☒	123 ☒	123 ☒	123 ☒	123 ☒	123 ☒	123 ☒	123 ☒	123 ☒	123 ☒	123 ☒	123 ☒	123 ☒
26-3	Engine Fire Extinguisher System Control	P.U ☒													
26-4	Engine Fire Detector Control Unit	P.U ☒													
26-5	CANCEL SAME AS 26-2 ~~Engine Fire Extinguishing System~~														
26-6	Engine Fire Switch Schematic	P.U A													
26-7	Fire Detection and Extinguishing Systems														
26-8	Fire Extinguisher Bottle and Valve Diagram	☒													

☒ ART ORD[illegible] WRITTEN

ART ORDER NUMBER	SECTION 25 Cont. EQUIPMENT AND FURNISHINGS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
25-45	Observer's Seat	☒	☐	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
25-46	Flare System II	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
25-47	Attendants' Seat	☒	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐
25-48	Passenger Double Seat with Table	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-49	Passenger Double Seat - Luxury	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-50	Passenger Triple Seat - Luxury	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-51	Passenger Triple Seat Tourist	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-52	Emergency Exit Escape Rope Installation	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
25-53	Control Cabin Bulkhead Equipment Location	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-54	Overhead Rack	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 25 Cont. EQUIPMENT AND FURNISHINGS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
25-34	Passenger Cabin Floor Covering	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-35	Passenger Cabin Floor Covering Details	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-36	Control Cabin Floor Installation and Covering and Details	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-37	Control Cabin	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-38	Inflatable Escape Slide	☒ CANCEL	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-39	Inflatable Escape Slide Ejection	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-40	Inflatable Escape Slide Packing Sequence -I	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-41	Inflatable Escape Slide Packing Sequence - II	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-42	Inflatable Escape Slide Packing Sequence - III	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-43	Escape Slide Stowage	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-44	Control Stand	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART [illegible]R WRITTEN

ART ORDER NUMBER	SECTION 25 Cont. EQUIPMENT AND FURNISHINGS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BRF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
25-23	Navigation Station Panel	P.U. A CANCEL													
25-24	Control Cabin Equipment	☒													
25-25	Lower Nose Compartment Equipment	☒ X													
25-26	Forward Electronic Control Panel	☒ CANCEL													
25-27	Aft Electronic Control Panel	P.U. ☒ X													
25-28	Alternate Crew Station Panel		☒												
25-29	Electronic Cooling Air Flow System	P.U. ☒ X													
25-30	Passenger Service Unit	☒													
25-31	Passenger Service Unit Details	☒							☒						
25-32	Navigation Station Arrangement	☒ X													
25-33	Seat Tracks	☒ X													

☒ ART OR WRITTEN

ART ORDER NUMBER	SECTION 25 Cont Equipment and Furnishings	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
25-12	Aft Passenger Section	☒													
25-13	Aft Lavatory Compartment	P.U. ☒													
25-14	Forward Lavatory Compartment	P.U. ☒ X													
25-15	Passenger Compartment Insulation Installation - Typical Cross Section in Window Areas	☒													
25-16	Insulation and Sidewall Insulation Buildup-Passenger Compartment Constant Body Section	P.U ☒ X													
25-17	Passenger Compartment Insulation Installation - Escape Door Area	☒													
25-18	Passenger Cabin Lower Ceiling Forward	☒													
25-19	Attendants Panel - Aft	☒													
25-20	Attendants Panel - Forward	☒													
25-21	Observer's Panel	☒ X	☒ X												
25-22	Pilot's Auxiliary Panel	☒ X	☒ X												

Terminal servicing arrangement, galley water

BODY

ELR 150628 & 150629 6-2641

ADCN

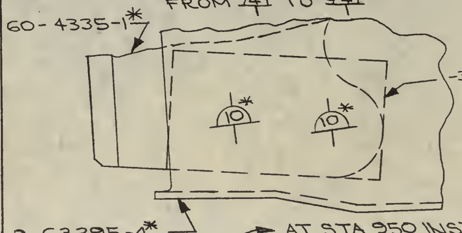
MODEL 707	7-2-57 DWG. REC. CLK.	**BOEING AIRPLANE COMPANY**	DWG. TITLE BEAM INSTL KEEL STA 820-960
DRAFTED G. BERESFORD 6/3/7	RELEASE 7/5/57	**ADVANCE DRAWING CHANGE NOTICE**	ISSUE NO. 95000
CHECKED JRGIBBONS 6/22/7	B/P GROUP 7-5-7	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO.
STRESS ———	REQUESTED HUFFMAN 6-3380	☐ DEVIATION ☒ VARIATION	SEC. NO. 43
APPROVED	PROD. INFO. P	REASON: TO ALLOW PROPER INSTL OF PARTS.	CHG. EFF. 1-1999
APPROVED Carter 6/24/57			

ADCN	DRAWING NO.	SHT.
15	5-86387	5A
11	5-86387	102

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
NEW		✓	2	-355	FILLER	A4 5A	.091 x 1.3 x 2.3	3	—	F-2.30	R

SHT 102 ADD TO P/L AS SHOWN ABOVE:

SHT 5A ADD NOTE & FILLERS TO VIEW B3 ZN A3 AS SHOWN BELOW: CHG ALL OTHER VIEWS TO AGREE.
IN ZN C5 & D5 CHG RIVET SYMBOLS COMMON TO -3134 & -3142 FROM 4 TO B4



SEE KC135 SHT 8 FOR SIZE OF-355.*

AT STA 950 INSTL 6-74884-4 BETWEEN 9-63295-2 & 60-4335-1(L.H.) & 60-4335-2(R.H.).

B3*

ADCN # 11 REPLACES ADCN # 8 SHT 102 DATED 6-24-57
REASON: DUPLICATE ADCN NUMBERS RELEASED ADVANCE COPIES ONLY

P APL # 1 & 2 COMPLETED SATISFACTORILY.
NEW PLNG REQD

* ADCN REF ONLY.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS   TK64510 6/24/7   6-2-7   2-7000

BODY

1-20 57

MODEL 707		57 7-8-57 DWG. REC. CLK.	
DRAFTED RUTH WEAVER	6-28-7	SW 7-9-57 RELEASE	
CHECKED R Short	6-29-7	7-9-7 B/P GROUP	
STRESS		REQUESTED	
APPROVED		P	
APPROVED Bailly 7-1-57		PROD. INFO.	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: PART MUST BE INSTALLED WITH WET PRIMER

ISSUE NO. A

CHG. NO. PRR 95000

SEC. NO. 43

CHG. EFF. 1-1999

DWG. TITLE BEAM INST KEEL STA 820-960

ADCN	DRAWING NO.	SHT.
53	5-86387	1A
23	5-86387	8A

ADCN 70

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
3-35				-183						F-12.41 ~~F-2.30~~	
3-36				-184						F12.41 ~~F-2.115~~	
5-26		✓ ~~X~~	1 ~~X~~	90-3273-2000 ~~90-3273~~							

CHG P/L AS SHOWN ABOVE

SHT 1A

SHT 8A

IN ZN A12 CHG CALLOUT AS SHOWN:

90-3273-2000
~~90-3273~~

P APL 001 & ON MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO

BAC 924 C-R5

2-7000

BODY

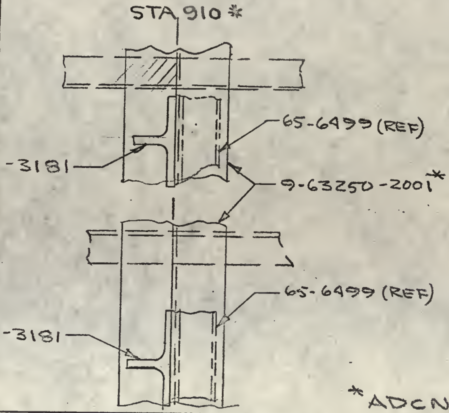
5-1001T

MODEL 707		6-28-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	B	BEAM INSTL - KEEL STA 820 - 960 DWG. TITLE
DAVE WELSH DRAFTED	5-29-57	6-28-57 RELEASE 6-28-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN | DRAWING NO. | SHT.
CHECKED Schwieren	6-19	B/P GROUP 6-7000 BODY REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	PRR 10660 CHG. NO.	14 | 5-86387 | 9A
STRESS	9/20		REASON: TO ACCOMMODATE WHEEL GUIDE INSTL	SEC. NO. 43	
APPROVED	6/24/57				
APPROVED	6/25/57	PROD. INFO.		2-1999 CHG. EFF.	

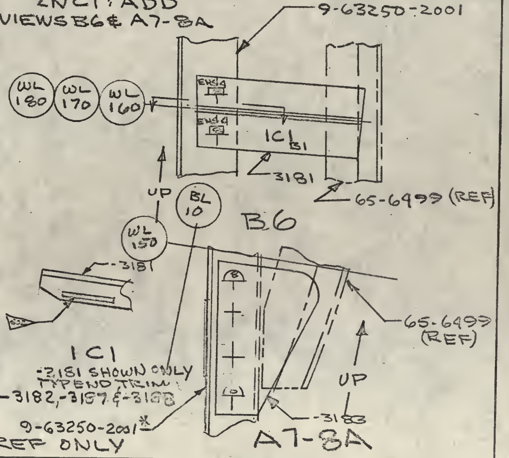
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

STICKER VIEW (3)
ZONE A6 ADD -3181
& 65-6499 (REF)



STICKER VIEW (2)
ZNC1: ADD
VIEWS B6 & A7-8A



*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

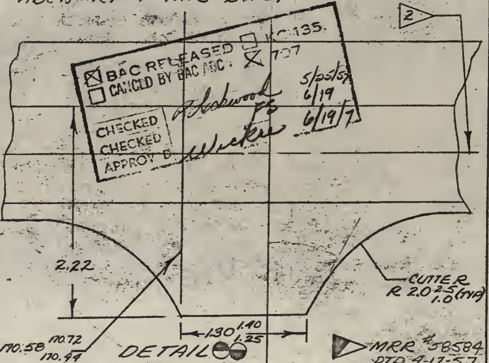
1-75 1T

MODEL 707		D17-1-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	A ISSUE NO.	CHORD-KEEL BEAM BODY·STA 960-1140 DWG. TITLE		
R.PARKINS DRAFTED	4-18-57	9C 7-1-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	PRR 95000 CHG. NO.	ADCN	DRAWING NO.	SHT.
JP Pollock CHECKED	4-19-57	7-1-57 MB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN		RY-5	50-5331	—
Bowman STRESS	4/22	REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 46			
APPROVED			REASON: E.D. NEEDED ON KEEL BEAM AT STA 1091.5				
Venicek APPROVED	4-25-57	PROD. INFO.	(ENGR. ERROR)	1-1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

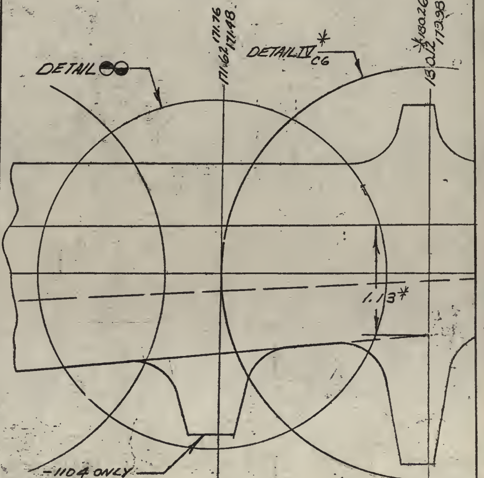
ADD TO F/D CALLOUT AND DETAIL
TAR ADDED AT THIS LOCATION ON
-1104 ONLY

THIS ADCN NOT COMPLETE WITHOUT
ADCN RY-4 THIS DWG.



☐ KC135.
☒ BAC RELEASED ☒ 707
☐ CANCLD BY BAC ADC: 5/25/57
CHECKED 6/19
CHECKED 6/19/57
APPROVED

DETAIL
FULL SIZE
-1104 ONLY



MRR #58584 DTD 4-17-57

P EXISTING PARTS COVERED BY MRA ACTION MRA # 38335 APL. 1 THRU 4

*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
						all	

ADCN 2

07-164

2-7000

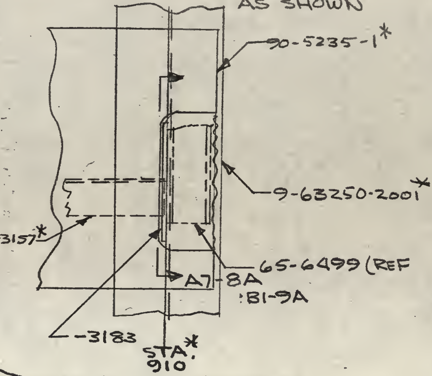
BODY

5-95 1T

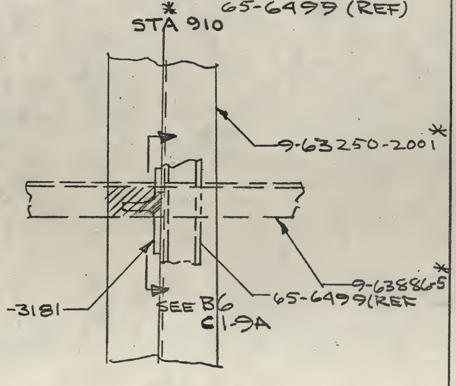
MODEL 707		6-28-57 DWG. REC CLK	BOEING AIRPLANE COMPANY	B	BEAM INSTL - KEEL STA 820-960 DWG. TITLE	ADCN
DAVE WELSH DRAFTED	5/27/57	6-28-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN / DRAWING NO. / SHT.	
CHECKED Schrier	6-19	6-28-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10660 CHG. NO.	19 / 5-86387 / 8A	
STRESS	6/20	6-7000 BODY REQUESTED	☐ DEVIATION ☑ VARIATION	SEC. NO. 43		
APPROVED	6/24		REASON: TO ACCOMODATE WHEEL WELLGUIDE INSTL.			
APPROVED	6/27	PROD. INFO.		2-1999 CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

STICKER VIEW (1)
ZONE B6: ADD -3183 &
65-6499 (REF
AS SHOWN



STICKER VIEW (2)
ZONEC6 ; ADD -3181 &
65-6499 (REF)



ASSY PLNG AFFECTED

*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

6-27 2-7000

BODY 1-125 1T

MODEL 707	576-28-57 DWG. REC CLK 1317/1157	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. A
DRAFTED DAVE WELSH 5-25-57	RELEASE 7-1-57 MB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO. PRR 10660
CHECKED Schwiever 6-19	B/P GROUP 6-7000	☐ DEVIATION ☒ VARIATION	SEC. NO. 43
STRESS Coyson 6/20	REQUESTED BODY	REASON: TO ACCOMODATE WHEEL WELL GUIDE INSTL.	
APPROVED 6/24			
APPROVED 6/25/7	PROD. INFO.		CHG. EFF. 2-1999

DWG TITLE: BEAM INSTL-KEEL STA 820 - STA 960

ADCN	DRAWING NO.	SHT
47	5-86387	1A

ADCN

PARTS LIST ZONE	REPLACES -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-59	▷	X 1 X	-3058	ANGLE STIFFENER						
1-56	▷	X 1 X	-3055	ANGLE STIFFENER						
1-57	▷	X 1 X	-3056	ANGLE STIFFENER						
2-72	▷	X 1 X	-2075	STIFFENER						
2-73	▷	X 1 X	-2076	STIFFENER						
	-3055 ▷	1	-3175	ANGLE STIFF	8A	AND10134 6A -1407x15.0	⑥▷	—	SRF -2.30	S
	-3056 ▷	1	-3176	ANGLE STIFF	C4	AND10134 6A -1407x15.2	⑥▷	—	↑	S
	-2075 ▷	1	-3177	STIFF	B5	AND10134 6A -1407x14.3	⑥▷	—		R
	-2076 ▷	1	-3178	STIFF	C5	AND10134 6A -1407x14.4	⑥▷	—	↓	R
	-3058 ▷	1	-3179	ANGLE STIFF	C3	AND10134 6A -1407x14.3	⑥▷	—	SRF -2.30	S

▷ AIRP 1 ONLY

▷ AIRP 2 THRU 1999

SEE ALSO ADCN 8 ON SHT 102 & ADCN 10 ON SHT 11A

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO

BAC 924 C-R5 6-7000

BODY

1-20 4T

MODEL 707		≠ 6-28-57 DWG. REC CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE — THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN		BEAM INSTL-KEEL STA 820-STA960 DWG. TITLE
DAVE WELSH DRAFTED	5/25/57	7/1/57 RELEASE	☐ DEVIATION ☑ VARIATION	ISSUE NO.	ADCN 8 — DRAWING NO. 5-86387 — SHT 102
Schwieren CHECKED	6-19	7-1-57-MB B/P GROUP	REASON: TO ACCOMODATE WHEEL WELL GUIDE INSTL.	PRR 10660 CHG. NO.	ADCN 10 — DRAWING NO. 5-86387 — SHT 11A
[illegible] STRESS	6/20	6-7000 BODY REQUESTED		SEC. NO. 43	
[illegible] APPROVED	6/21				
[illegible] APPROVED	6/25/57	PROD. INFO.		2-1999 CHG. EFF.	

A D C N

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	▷	3	-3181	TEE	A7 9A	ALTER AND10136-2003x4.1	▷6	—	SRF-2.30	S
	NEW	▷	3	-3182	OPP -3181						
	NEW	▷	4	-3183	GUSSET	A6 8A	.10x4.0x2.6	▷1	—	SRF-2.115	S
	NEW	▷	2	-3184	GUSSET	A7 6A	.10x4.1x2.4	▷1	—	SRF-2.115	S
	NEW	▷	2	-3185	GUSSET	C6 9A	.10x2.5x3.8	▷1	—	SRF-2.115	S
1-10		▶	~~1~~	-3125	TEE STIFFENER						
	NEW	▷	1	-3186	TEE STIFFENER	A3 6A	ALTER AND10136-2405x14.0	▷6	—	SRF-2.30	S
	NEW	▷	1	-3187	TEE	A6 6A	AND10136-2003x5.2	▷6	—	SRF-2.30	S
	NEW	▷	1	-3188	OPP -3188						
	NEW	▷	1	-3189	FILLER	C2 6A	.10x1.0x1.0	▷10	—	SRF-2.115	T

ON SHT 102 CHG P/L AS SHOWN ABOVE

▷ AIRP 2 THRU 1999 ▶ AIRP 1 ONLY

▷ INCREASE QUANTITY AS SHOWN

ON SHT 11A CHG P/L AS SHOWN BELOW

REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE
▷	✓	12	BACR15AY-8-4	RIVET, HI-SHEAR, FLAT HD
▷	✓	4	BACR15AY-8-7	RIVET, HI-SHEAR FLAT HD
▷	✓	16	HS15-8	COLLAR, HI-SHEAR (BAC-C30C-8)
NEW	✓	3	AN5-7A	BOLT
▷	✓	8	H10-524	NUT
▷	✓	2	AN960D516	WASHER
NEW	✓	5	AN5-6A	BOLT

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

acc 6-29 → 2-7000

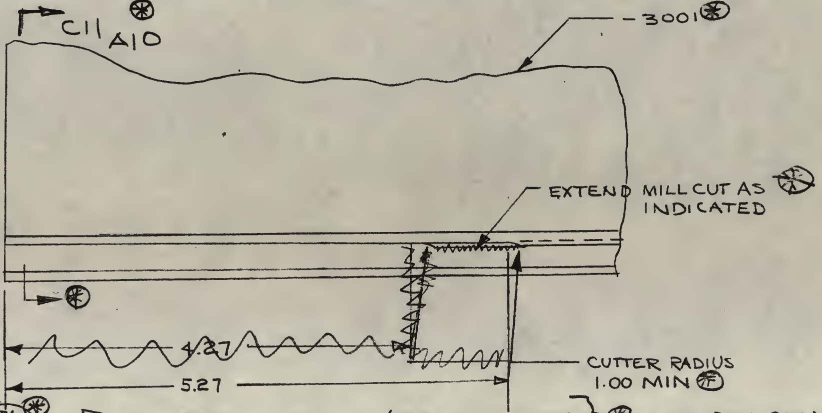
BODY 1-90 (SEE REJ TAG #244990)

ADCN

MODEL 707		57 7-1-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	A ISSUE NO.
C.F. ROBINSON DRAFTED	6-17-57	JC 7-1-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE ADCN	CHORD-LWR KEEL BEAM DWG. TITLE
CHECKED L Nelson	6/20/57	7-1-57 MB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ADCN 11 — DRAWING NO. 5-86538 — SHT. 2A
STRESS H Conyers	6/20/57	CAMPBELL 6-4800 REQUESTED	☐ DEVIATION ☑ VARIATION	PRR 35000 CHG. NO.
APPROVED	6/20/57	P	REASON: EXTEND MILL CUT TO ALLOW INSTL. OF 50-3170 FAIRING (REF)	SEC. NO. 43
APPROVED Baily 6-27-57		PROD. INFO.		SAME AS DWG. CHG. EFF.

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE C11, CHANGE DIM AS SHOWN BELOW: —



P APL#1 IN ACCORD W/REJ. TAG 244990 ⊛ ADCN REF ONLY
APL# 2 MAY BE RE-WORKED. APPLY SAME FINISH AS REQUIRED BY DWG. IN AREA OF REWORK.
PLANNING AFFECTED — EXISTING & FUTURE PARTS MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN / IND	DWG SHEET NO.

BAC 024 C-RS L 6-4510 6-21-7 6-21-7 2-7000

FUEL SYSTEMS

MODEL 707		DWG. REC CLK 7-27-1-57	BOEING AIRPLANE COMPANY	
DRAFTED SCHNELLE	6/20/7	RELEASE 7-27-1-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. PRR
CHECKED L. Schaeffer	6/20/57	B/P GROUP 7-1-57 C-3	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	CHG. NO. 95000
STRESS		REQUESTED R	REASON: TO PROVIDE CLASS FIT FOR HELI-COIL THD	SEC NO. 41
APPROVED M. Miller	6/24/7			SAME AS DWG
APPROVED Barkly 6-21-57		PROD. INFO. P		CHG. EFF.

ADCN

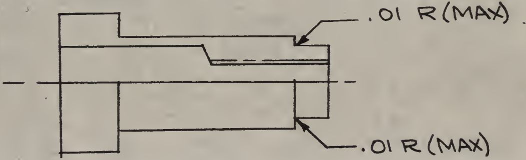
DWG TITLE	ADCN	DRAWING NO.	SHT.
ADAPTER WATER FILL & DRAIN VALVE ASSY OF	1	66-4350	-

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN DWG NOTE
CHG—

DRILL - - —
TAP 10-32 NF 2B ADD* HELI-COIL - - -

IN GEN NOTES ADD— FILLET RADII .03 (EXCEPT AS NOTED)



R ELR# 164825 HUNGATE 6-4510 (6-11-7)

P NO PARTS MADE

*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R3 | JEP 6-29-7 | 2-7000

1-20 2T

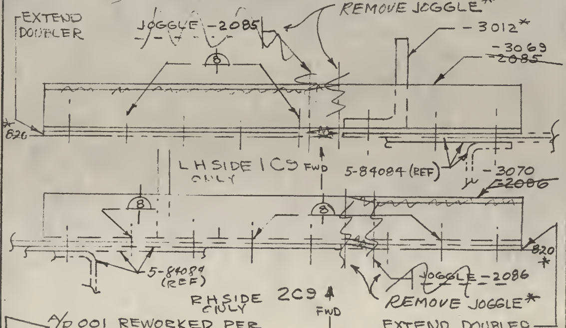
MODEL 707		5-76-18-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY — ADVANCE DRAWING CHANGE NOTICE (ADCN)
R. HOLLENBECK DRAFTED	5-27-57	BW6-19-57 RELEASE 6-20-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED VONK	6-8	B/P GROUP REJ. TAG 137 072 REQUESTED	☐ DEVIATION ☒ VARIATION
STRESS —			REASON:
APPROVED [signature]	6-10		JOGGLES NOT REQUIRED OVER ENTENDED REF. DOUBLER
APPROVED		PROD. INFO.	

A ISSUE NO.	BEAM INSTALLATION KEEL BODY STA. 620-820 DWG. TITLE		
95,000 CHG. NO.	ADCN	DRAWING NO.	SHT.
43 SEC. NO.	23	5-86386	1A
	14	5-86386	5A
1 THRU 1999 CHG. EFF.			

ADCN 68 63

PARTS LIST ZONE	REPLACES	5-86386 -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
4-65		~~✓~~	~~1~~	~~-2085~~	~~ANGLE, STIFF~~						
4-66		~~✓~~	~~1~~	~~-2086~~	~~OPP -2085~~						
	-2085	✓	1	-3069	ANGLE, STIFF	C10 5A	ALTER AND 10134-1205	10	—	SRF-2.30	S
	-2086	✓	1	-3070	OPP -3069						

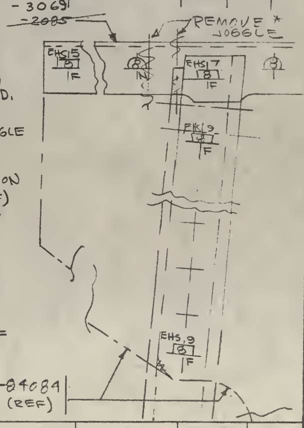
IN ZONE C9 REPLACE -2085 WITH -3069 & -2086 WITH -3070, & ADD REF DOUBLER AS SHOWN:



A/P 001 REWORKED PER REJ TAG 137 072

IN ZN89 & C9 CHG IND. CALLOUT & REMOVE JOGGLE AS SHOWN. REVISE DOUBLER ON 5-84084 (REF)

*ADCN REF



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 6451 6-12-7 6-17-7 2-7000

1-88

MODEL 707		6-18-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	A	BEAM INSTALLATION KEEL BODY STA 620-820 DWG. TITLE
R. HOLLENBECK DRAFTED	6-6-57	6-19-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN / DRAWING NO. / SHT.
CHECKED VONK	6-8	6-20-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	95,000 CHG. NO.	24 / 5-86386 / 1A
G Brown	6-10-7	REJ TAG 137072 REQUESTED	REASON: FILLER REQD BETWEEN KEEL BEAM STIF & BHD WEB	SEC NO. 43	
APPROVED		PROD. INFO.		1 THRU 1999 CHG. EFF.	
APPROVED					

PARTS LIST ZONE	REPLACES . . . -3000		REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	-3028	✓	2	-3068	FILLER	B1 10A	.125	22	—	F-2.115	T
NEW		✓	2	-3071	FILLER	B1 10A	.050 X 1.0 X 2.15	22	—	F-2.115	T
	-3025	✓	1	-3073	ANGLE	B1 10A	BAC 1503-1062	10	—	F-2.30	R
	-3026	✓	1	-3074	OPP -3073						
5-20				~~-3025~~							
5-21				~~-3026~~							
5-23				~~-3028~~							
NEW		✓	13	ALPPH-T6-3	BOLT-LOCK PAN HEAD (BAC-B30AL-6-3			503			
9-51		✓	75 ~~62~~	LC-C6	COLLAR						

CHG & ADD TO P/L AS SHOWN:

▷ REF ADCN 8 SHT 10A

REF. ADCN 11 ON SH 3A
& ADCN 8 ON SH 10A

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

DEA 64510 6-12-7

2-7000

1

7-64 IT

BODY

MODEL 707		ps 6-17-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED A. PONKE	5/21/57	BW 6-18-57 RELEASE 6-18-57 CB	ADVANCE DRAWING CHANGE NOTICE
CHECKED Schwieker	5-31	B/P GROUP PETERSON 6-7000	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION
STRESS		REQUESTED	REASON: TO ALLOW MATERIAL OPTION
APPROVED PBura	6/3/57	PROD. INFO.	
APPROVED [signature]			

ISSUE NO. 95000

CHG. NO.

SEC. NO. 46

1-1999

CHG. EFF.

DWG. TITLE SPLICE PLATE-KEEL BEAM CHORD STA960

ADCN	DRAWING NO.	SHT.
1	69-4614	—

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		—	-1	SPLICE PLATE			~~3~~ ●			
		—	-2	OPP-1			3			

REVISE P/L AS SHOWN ABOVE

REVISE GEN NOTES AS SHOWN BELOW

ADD TO READ

2 4140 STEEL, MIL-S-5626 ANNEALED, 4340 STEEL, MIL-S-5000 ANNEALED OPT'

REVISE 3 TO: 'MAKE FROM ~~69-4615~~ 69-4615-1, BAR STOCK OPT.'

ADD ● 'MAKE FROM 69-4615-2, BAR STOCK OPT.'

P NO PARTS MADE
B/S PLANNING IN ACCORD.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

JPG-13-7 2-7000

BODY 7-69 1T

MODEL 707		fa 6-17-57 DWG. REC. CLK 6-18-57	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	SPLICE PLATE - KEEL BEAM CHORD STA960 DWG. TITLE
DRAFTED A. PONKE	5/21/57	RELEASE 6-18-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	95000	ADCN 1 / DRAWING NO. 69-4613 / SHT. —
CHECKED Schwimmer	5-29	B/P GROUP PETERSON 6-7000	☐ DEVIATION, ☒ VARIATION	CHG. NO.	
STRESS		REQUESTED	REASON MATL. CHG. REQUIRED FOR HEAT TREAT	SEC. NO. 46	
APPROVED PBara	6/3/57	P		1-1999	
APPROVED Delaney		PROD. INFO.		CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		—	-1	SPLICE PLATE			3			
		—	-2	OPP -1			●			

REVISE P/L AS SHOWN ABOVE

REVISE GEN NOTES AS SHOWN BELOW:

2 ~~4130 STEEL MIL-S-6758 ANNEALED~~
'4140 STEEL, MIL-S-5626 ANNEALED
4340 STEEL, MIL-S-5000 ANNEALED OPT' } ELR 161199

~~69-4615~~
3 'MAKE FROM 69-4615-1, BAR STOCK OPT.'

● 'MAKE FROM 69-4615-2, BAR STOCK OPT.'

P NO PARTS MADE
B/S PLANNING IN ACCORD

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS LJ L-4510 6-6-7 JP 6-13-7 2-7000

1-20 2T

MODEL 707		7-16-57 DWG. REC. CLK. RXL 7/16/57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON		CHORD-KEEL BEAM STA 820-870 DWG. TITLE
DRAFTED H. MITCHELL	7/5/7	RELEASE 7-16-57 EC	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO.	
CHECKED R. Keller	7/5/7	B/P GROUP BODY GP.	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	ITEM NO. 4381	
STRESS	7/5/7	REQUESTED	REASON: TO ADD SKYDROL RES FINISH FOR 707-320	SEC. NO. 43	
APPROVED	7-5-7			2001 & ON CHG. EFF.	
APPROVED	7-9-7	PROD. INFO			

ADCN	DRAWING NO.	SHT.
5	9-63874	1
6	9-63874	2

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	-	-2000	CHORD		2	1	-	SRF -2.31 3	

ADD TO P/L AS SHOWN:

SHT. 1

SHT. 2

IN ZN A3

ADD TO CALLOUT AS SHOWN:

*9-63874
9-63874-2000

IN ZN A2

CHG NOTE TO READ:

Add

FINISH SRF-2.31 THIS DISTANCE (-*3000 & -2000 ONLY)

* ADCN (REF)

-2000 IS IDENTICAL TO 9-63874 EXCEPT FOR FINISH

7-12-7

BAC 324 C-R4

ADCN

8-20 57

MODEL 707		977-11-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON ADVANCE DRAWING CHANGE NOTICE ADCN	BEAM INSTALLATION KEEL DWG. TITLE STATION 820-960
DRAFTED A.B. BARNES	6-21-57	7/12/57 RELEASE 7-15-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	
H CHECKED C.A. KOON	6-22-57	B/P GROUP 6-7000		
STRESS ———		REQUESTED	REASON: LARGER INTERCONNECT REQUIRED	
STANDARDS APPROVED	6/27/7	* PROD. INFO.		

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 10003-4	49	5-86387	1A
CHG. NO.			
SEC. NO. 43	9	5-86387	102
1-1999 CHG. EFF.			

A D 102 N 70

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	SHEET 1A										
3-13		~~✓~~	~~1~~	~~66-1862-1~~	~~CHANNEL~~						
	66-1862-1	✓	1	66-4879-1	CHANNEL						
3-14		~~✓~~	~~1~~	~~66-1862-2~~	~~OPP 66-1862-1~~						
	66-1862-2	✓	1	66-4879-2	OPP. 66-4879-1						
	SHEET 102										
2-30		X✓	~~16~~ 8	4630H-02	NUT-PLATE (BACN10EN-3)						
1-11		~~✓~~	~~2~~	~~-3126~~	~~DOUBLER~~						
	-3126	✓ ▶	2	69-4848	FITTING						
2-37		X✓	~~28~~ 20	AN520DD-109	SCREW - MACHINE						

CHANGE P/L AS SHOWN ABOVE

FOR PICTURE CHANGES SEE ADCN 21 ON SHEET 8A

▶ 1 THRU 199 & 301 THRU 1999

* SCRAP EXISTING PARTS

			WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
					TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 224

acc 7-10-?

MODEL 707		D1 4-11-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	CHORD - KEEL BEAM BODY STA 960 - 1140 DWG. TITLE
DRAFTED DOUG PRATT	3-21-7	~~EW 4-16-57~~ BW 7-15-57 RELEASE	ADCN ADVANCE DRAWING CHANGE NOTICE	A ISSUE NO.
CHECKED 7 J Roche	4/3/57	~~4-15-57~~ 7-15-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	46621 CHG. NO.
STRESS H. E. Bryant	4/5/57	M. FALCONER 6-7000 REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 46
APPROVED	4/9/7		REASON: TO MAKE DRAWING APPLICABLE FOR A/P 1-1999	1-499 601-1999
APPROVED	4-9-7	PROD. INFO.		CHG. EFF.

ADCN	DRAWING NO.	SHT.
~~3~~	~~50-5331~~	~~-~~
5	50-5331	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	—	-3	OPP-1103						

IN P/L ADD -3 AS SHOWN ABOVE.

IN ZONE B7 UNDER "PLAN VIEW" ADD: "-3 OPP -1103"
IN ZONES B2 & B-7 ADD: "-3 OPP"

REPLACES ADCN 3
REASON: TO REMOVE -2
FROM P/L & CHANGE
CALLOUT -1 TO -1103
DRAFTED: G. McDONALD 6/15/57
CHECKED: F. J. Sherson 6-18-7
APPD BY: Wickee 6/19/7
REQD' SHERSON 6-7000
PROD INFO: DWG. CLARIFICATION ONLY

IN TAB. BLOCK CHG ENTRIES AS SHOWN BELOW:

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
~~46~~	~~1~~	~~50-7933~~	~~707~~	~~1-1999~~	~~50-5331-2~~		
46	X	50-7933	707	~~1-1999~~	50-5331-1103		

BAC 924 C-RS

Ck 4-11-57 000
Ck 6-21-7

MODEL 707

R. PARKINS 4-18-57
DRAFTED

CHECKED Pollock 4-19-57

STRESS Bowers 4-22

APPROVED

APPROVED Dvorack 4-15-7

7-12-57
DWG. REC. CLK.
7-15-57
RELEASE
7-15-57
B/P GROUP
RYAN
REQUESTED

P
PROD. INFO.

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: AFT END OF PART DOES NOT AGREE WITH 50-8272 FRAME INSTL. STA 1140 (ENGR ERROR)

A

ISSUE NO.

PRR 95000
CHG. NO.

SEC. NO. 46

1-1999
CHG. EFF.

CHORD - KEEL BEAM BODY STA 960-1140
DWG. TITLE

ADCN	DRAWING NO.	SHT.
RY-4	50-5331	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			~~-1~~	~~CHORD - KEEL BEAM~~						
			~~-2~~	~~OPP -1~~						
	-1		-1103	CHORD - KEEL BEAM		BAC 1506-1115 X221.7 (ALTER)	7075-T6 EXTR. QQ-A-277 T6 TEMP.	-	3	R
	-2		-1104	OPP -1103 EXCEPT AS SHOWN						

CHANGE P/L AS SHOWN ABOVE

CANCELS ADCN RY-2

REASON: ADCN RY-2 ADDS INSUFFICIENT MATERIAL TO END OF PART (RYAN ENGR ERROR)

AT ZONE B4 CHANGE END OF PART AS SHOWN

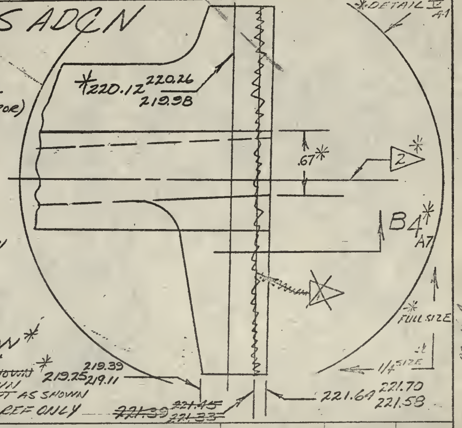
AT ZONE B3 CHG:
~~50-5331-1, -2 OPP~~
50-5331-1103, -1104 OPP.

AT ZONE B3 GEN NOTES
DELETE ~~LENGTH OF 221.17~~ 1 ~~THIS IS A COMPUTED CHECK ------~~

AT ZONE C3 & C7 CHANGE -2 TO -1104
~~-1~~ -1103
AT ZONE A7 CHANGE: ~~-2 OPP EXCEPT AS SHOWN~~
-1104 OPP EXCEPT AS SHOWN

P PARTS FABRICATED COVERED BY MRA ACTION. MRA # 22098 A/P 1 THRU 4

REF. THIS ADCN NOT COMPLETE WITHOUT ADCN RY-5 THIS DWG.



PLAN VIEW*
~~-1 AS SHOWN~~
~~-2 EXCEPT AS SHOWN~~ * 219.25 219.39
219.11
-1103 AS SHOWN
-1104 * EXCEPT AS SHOWN
*ADCN REF ONLY ~~221.39~~ 221.45
221.33

☒ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☑ 707

CHECKED [signature] 5/25/57
CHECKED F.S. 6/19
APPROVED [signature] 6/19/7

AIRP. SEC. NO.	QTY PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

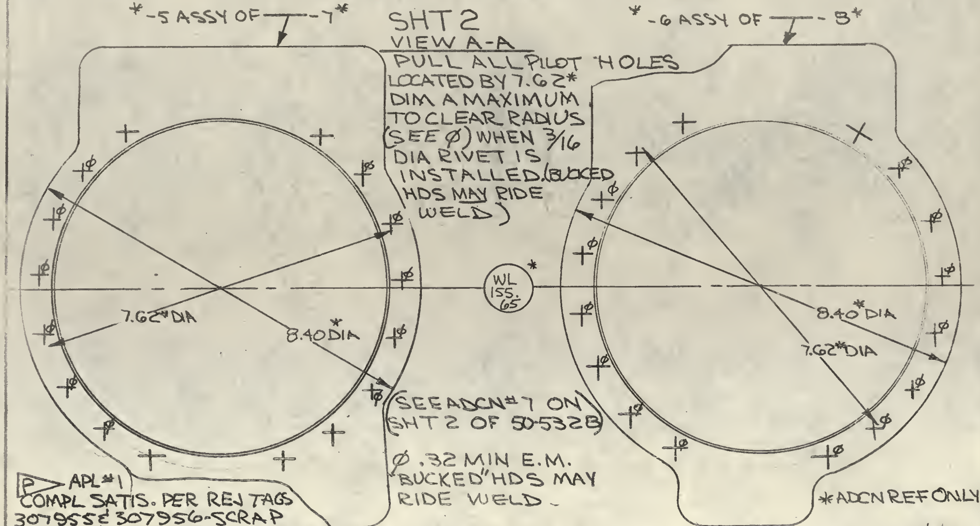
924 C-R5

2-7000

BODY 6.80 REJ TAGS 307955 & 307956

MODEL 707	DWG REC CLK RD 7-22-57	**BOEING AIRPLANE COMPANY** SEATTLE 14, WASHINGTON	ISSUE No. 43	DWG TITLE SHROUD INSTL WATER INJECTION TANK STA 860~960
DRAFTED RAY A. STEWART 7-10-57	RELEASE GC 7-22-57	**DRAWING DEPARTURE AUTHORIZATION**	SEC. No. 95000	DDA No. 1 — DRAWING No. 50-5328
CHECKED J. ROTTER 7/15	B/P UNIT 7-22-5786	THE DWG WILL NOT BE CHANGED	CHG. No.	
STRESS	REQUESTED REJ TAG	REASON: FASTENERS FALL ON EDGE OF WELD.	UNITS 1~17	
APPROVED R. Walters	PROD INFO P			
APPROVED	SHOP INFO			
APPROVED	DCR No.		CHG EFF	

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P



P APL #1
COMPL SATIS. PER REJ TAGS 307955 & 307956-SCRAP
ALL OTHER -7 & -8 PARTS NOT COVERED BY THIS DDA

AP 7/19/7

BAC 925 A-R3 R.W. 6-4510 7-16-7

3-777 27

MODEL 707	8-7-18-57 DWG REC CLK	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	K PRR 10003-4 ~~MCR~~ No.	BEAM INSTALLATION KEEL DWG TITLE STATION 820-560
DRAFTED A B. BARNES	RM 7/19/57 RELEASE	DRAWING DEPARTURE AUTHORIZATION	SEC No. 43	DDA NO. / DRAWING NO.
CHECKED C.A. KOON 6-27-57	7-19-57 EL B/P UNIT	THE DWG WILL NOT BE CHANGED		7 / 5-86387
STRESS ←	REQUESTED 6-7000	REASON: LARGER INTER CONNECT REQUIRED		
STANDARDS [illegible] 6/27 APPROVED	PROD INFO		1-3	
APPROVED [illegible]	SHOP INFO		CHG EFF	
	DCR No.			

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX.)	MATERIAL	HEAT TREAT	FINISH

SEE DDA DRAWING 69-5371 SHTS 1 & 2

ace 7-10-7

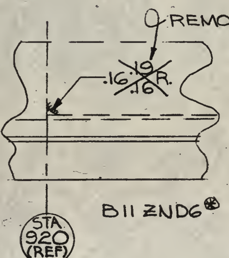
BAC 925 A-R1

BODY 2.70

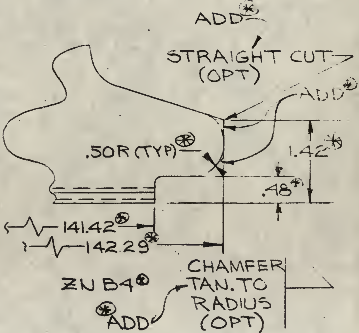
MODEL 707		7-19-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		CHORD-LOWER KEEL BEAM, STA 820 TO 960 DWG. TITLE	ADCN
R. ATKINSON 7-9-57 DRAFTED		7-19-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN 1	DRAWING NO. 65-4788 SHT. 1
Shaeffer CHECKED	7/13/57	7-19-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	PRR95000 CHG. NO.		
STRESS		R REQUESTED	REASON: TO ALLOW BASE STEP CUT TO BE MADE ON SPAR MILL ℄. TO ELIMINATE ADDITIONAL TOOLS	SEC. NO. 43		
APPROVED		P PROD. INFO.		SAME AS DWG CHG. EFF.		
APPROVED Baihly	7-15-57					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

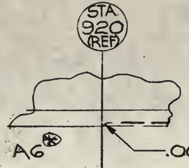
CHANGE DWG, CHANGE & ADD CALLOUTS AS SHOWN BELOW:



B11 ZND6 ⊛



ZN B4 ⊛



R ULERY, 6-4510; ELR 161269, 6-26-57

P NO PARTS MADE; PLANNING HELD FOR CHANGE.

⊛ ADCN REF. ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

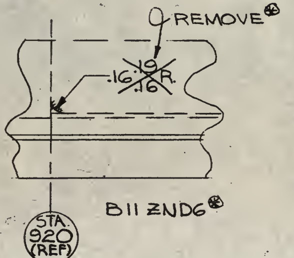
BAC 924 C-55 RJ 6-4510 7-15-7 acc 7-17-7 2-7000

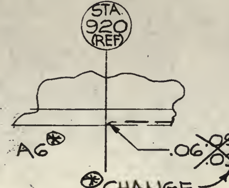
BODY 2.70

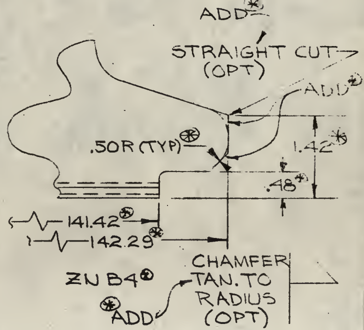
MODEL 707		7-19-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)		CHORD-LOWER KEEL BEAM, STA 820 TO 960 (DWG. TITLE)
R. ATKINSON 7-9-57 DRAFTED		7-19-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN: 1 · DRAWING NO.: 65-4788 · SHT.: 1
[signature] CHECKED	7/13/57	7-19-57 B/P GROUP	☐ DEVIATION ☒ VARIATION	PRR95000 CHG. NO.	
STRESS		R REQUESTED	REASON: TO ALLOW BASE	SEC. NO. 43	
APPROVED		P	STEP CUT TO BE MADE ON SPAR MILL &. TO ELIMINATE	SAME AS	
APPROVED Baihly	7-15-57	PROD. INFO.	ADDITIONAL TOOLS	DWG CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE DWG, CHANGE & ADD CALLOUTS AS SHOWN BELOW:







R ULERY, 6-4510; ELR 161269, 6-26-57

P NO PARTS MADE; PLANNING HELD FOR CHANGE.

*ADCN REF. ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-15 LQ 64510 7-15-7 ACC 7-17-9 2-7000

MODEL 707	DWG REC CLK 7-19-57	**BOEING AIRPLANE COMPANY**	A	1-82 2T	
DRAFTED [illegible]	RELEASE ADS 7-19-57	**DRAWING DEPARTURE AUTHORIZATION**		DWG TITLE BEAM INSTL-KEEL STA 820-960	
CHECKED [illegible]	B/P GROUP 7-22-57 BC	THE DWG WILL NOT BE CHANGED	ISSUE No.	DDA No.	DRAWING No.
STRESS Donaldson 7/11	REQUESTED 6-7000	REASON: WATER INJECTION LINES RE-ROUTED	~~CHG~~ No. PRR 10003-5	14	5-86387 SHT 1A
APPROVED Whitney 7-11	PROD INFO		SEC. No. 43		
APPROVED [illegible] 7-11	SHOP INFO		1 THRU 3		
APPROVED	ELR OR DCR		CHG EFF		

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

SEE DDA DWG 69-5542 SHT 1 & 2

BAC 925 A-R4

JP 7-13-7

WING 4-70

MODEL 707		9-7-19-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE	FITTING VENT SPLICE WING DWG. TITLE BL 59.24
DRAFTED SCHNELLE	7/10/7	9-7-19-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.
CHECKED HEDSTROM	7/13/7	7-19-57 B/P GROUP	☐ DEVIATION ☒ VARIATION	PRR CHG. NO. 95000
STRESS		R REQUESTED	REASON: LOCALIZE 80 FINISH AREA & LINE OMITTED	SEC. NO. 12
APPROVED		P PROD. INFO.		SAME AS DWG CHG. EFF.
APPROVED Baihly	7-15-57			

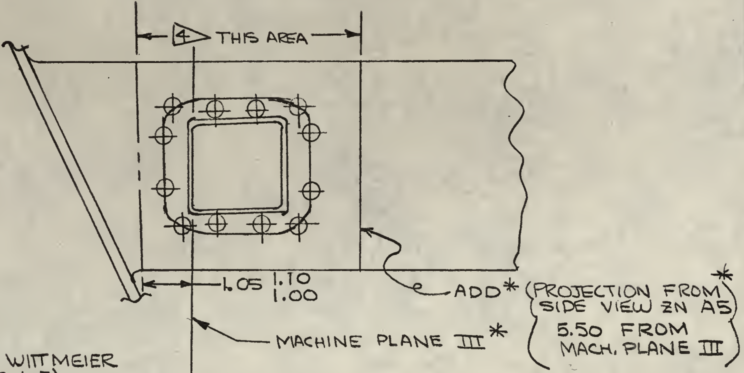
ADCN	DRAWING NO.	SHT.
1	65-6082	—

ADCN

TR 9.18.7

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN PLAN VIEW ZN C6 CHG AS SHOWN-



R ELR# 153700 WITTMEIER 6-4510 (7-1-7)

P NO PARTS MADE PLANNING AFFECTED

*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 024 C-RS   J & 6-4510 7-15-7   2-7000

2-60

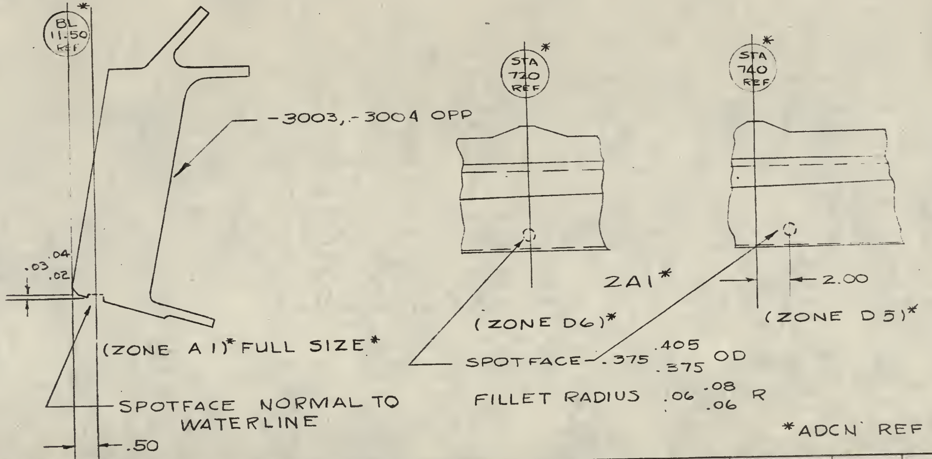
BODY

MODEL 707		57-16-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE	A	CHORD-LOWER KEEL BEAM STA 620-820 DWG. TITLE	
DRAFTED UNDERWOOD	7-3-7	RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN 10	DRAWING NO. 5-89372 / SHT 2A
CHECKED	7-8-57	B/P GROUP 6-7000 BODY	☐ DEVIATION ☒ VARIATION	PRR CHG. NO. 10856		
STRESS	7/8/7	REQUESTED	REASON: TO PERMIT ACCURATE FUEL LOADING	SEC. NO. 43		
APPROVED	7/11/7			1-1999 CHG. EFF.		
APPROVED		PROD. INFO.				

A D C N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ON SHEET 2A ADD SPOTFACES IN ZONES A1, D5 & D6 TO DRAWING AS SHOWN BELOW.



*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

JP 7-13-7 2-7000

BAC 924 C-R5

BODY

2.20 3T R/T # 110902

MODEL 707		2 7-16-57 DWG. REC. CLK 7-16-57	
DRAFTED TIM P. TAYLOR	7/1/7	RELEASE 7-16-57	
CHECKED PARRINELLO	7-3-57	B/P GROUP 6-3580	
STRESS		REQUESTED	
APPROVED			
APPROVED Carter	7/8/57	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: CONFLICTING & MISSING FASTENER CALLOUTS.

ISSUE NO.	A
CHG. NO.	95000
SEC. NO.	43
	1~1999
CHG. EFF.	

BEAM INSTALLATION KEEL

DWG TITLE BODY STA 620-820

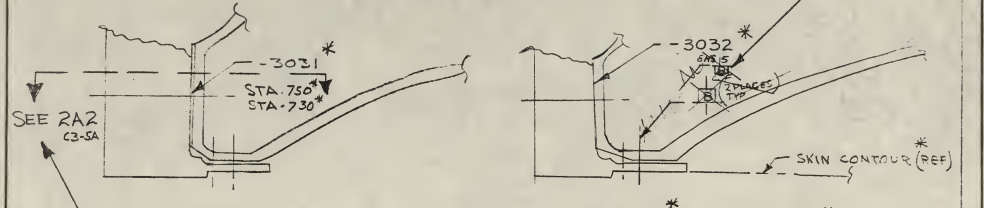
ADCN	DRAWING NO.	SHT.
9	5-86386	10A
4	5-86386	4A
15	5-86386	5A

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

* SHT 5A, ZN C2, VIEW 2A2 CHANGE CALLOUT OF ~~.250 .254/.250 DIA HOLE NAJ-5-045 NAS-517-4-5 (2 PLACES)~~ TO READ: .250 .254/.250 DIA HOLE NAJ-5-045 NAS-517-4-5 (2 PLACES) SPOTFACE 5/8 DIA X .06 R MIN. DEPTH TO SEAT-IF REQ.

ZN A8 SHT 10A *
ZN A7 SHT 10A *
DELETE *
(1 PL. AS SHOWN) *
(IN EACH VIEW)



C2-3A * STA 810

C3-3A * STA. 800

* SHT 4A *
* IN ZN. B4 & B7, VIEW'S C9-3A & C11-3A ADD SECTION INDICATION & CALLOUT AS SHOWN. (1 PLACE EACH VIEW)

P APL # 1 COMPLETED SATISFACTORY PER R/T # 110902, ITEM'S 2,3 & 4.
PLNG & TOOLS IN ACCORD

(* ADCN REF ONLY)

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R9 7KG-45107/5/7 2-7000

BODY

3-89

ELR NO. 795	MODEL NO. 707	DWG. REC. CLK 6-24-57	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)	E	DWG. TITLE STIFFENER ANGLE KEEL BEAM WEB STA 940-L 950
DRAFTED	Barr	6/17/57	RELEASE 6/24/57	ISSUE NO.	

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION

ADCN	DRAWING NO.	SHT.
4	6-74884	—

- DRAFTED: Barr 6/17/57
- CHECKED: R. [illegible] 6/19/57
- STRESS:
- APPROVED: [illegible] 6-20-57
- RELEASE: 6-24-57
- B/P GROUP: 6-24-57
- NO CHANGE SEE BELOW
- REASON: TO PROVIDE PROPER FINISH
- ISSUE NO.: E
- CHG. NO.: PER 9500
- SEC. NO.: 43
- CHG. EFF.: 1-1999

ORIGINATOR
- REQ. William Schwer — PHONE 4193
- APP. William Schwer
- DEPT. 6-4800 — BOX NO. 90-19

ENGINEERING LIAISON REQUEST (ELR)

PLANNING
- PEKASKY — PHONE 3469
- BOX NO. 91-90

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			-5						F-2.115	

CHANGE P/L AS SHOWN ABOVE

IN GENERAL NOTES REMOVE 1

PROD. INFO. REWORK AIRPS #1&2 BY BRUSH COATING FAYING SURFACE

STATUS OF TOOLS &/OR PLANNING DETAIL PLANNING AFFECTED - REWORK PARTS INSTALLED

STATUS OF COMPLETED AIRP. &/OR PARTS

BODY

3-69 R/T 249589

MODEL 707		6-24-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE	E ISSUE NO.
R ARCHIBALD DRAFTED	6/15/57	E.A.Y. 6/24/57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	95000 CHG. NO.
CHECKED A.L. Pitcher	6/15/7	6.24 57 CB B/P GROUP	☐ DEVIATION ☒ VARIATION	SEC. NO. 43
STRESS		REQUESTED	REASON: FLASH CAUSES INTERFERENCE	
Watrung APPROVED	6-15	P PROD. INFO.		1-199 301-1999 CHG. EFF.
APPROVED				

SUPPORT FORGING KEEL BEAM STA 830-910
DWG. TITLE

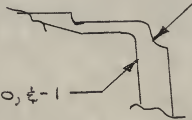
ADCN	DRAWING NO	SHT
4	50-5500	1

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN A4 ADD NOTE AS SHOWN

NO FLASH EXTENSION THIS CORNER 250 VISUAL (TYP BOTH ENDS)



ADCN REF ONLY

50-5500, ℄-1

P REWORK EXISTING PARTS NOT INSTALLED (AIRPLANE #2 SATISFACTORY PER R/T 249589)
APPLY F.2.30 FINISH TO REWORKED SURFACE

R JOHNSON 6-3380

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

8P 6-4510

6-21-7

2-7000

6-95 IT

MODEL 707

DRAFTED A B BARNES 6/17/7

CHECKED [illegible] 6/18/7

STRESS [illegible] 6/18/7

APPROVED [illegible] 6/27/7

APPROVED [illegible] 7/3/7

7-10-57 DWG. REC. CLK.

JC 7-10-57 RELEASE

7-10-57 MB B/P GROUP

6-7000 REQUESTED

PROD. INFO.

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: LARGER INTERCONNECT REQUIRED -

β ISSUE NO.

PRR 10003-4 CHG. NO.

SEC. NO. 43

4-199

301-1999 CHG. EFF.

DWG. TITLE BEAM INSTALLATION KEEL STATION 820-960

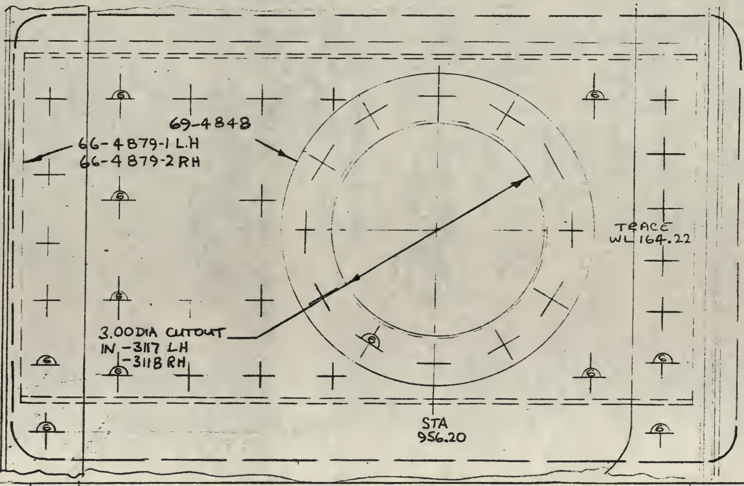
ADCN	DRAWING NO.	SHT.
21	5-86387	8A

A D C N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE C2 ADD STICKER VIEW 3

SEE ADCN 21 ON SHT 1A FOR COMPLETE CHANGE



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

acc 7-10-7

2-7000

9-20 LT

MODEL 707		7-3-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)		PANEL INSTALLATION BOTTOM BODY DWG. TITLE STA 960-1265.20		
R. PARKINS 4-20-57 DRAFTED		9-27-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHECKED [signature] 4/26/57		7-3-7LB B/P GROUP	☐ DEVIATION ☒ VARIATION	FRR 95000 CHG. NO.	RY-8	50-7933	1
STRESS [signature] 4/27		RYAN REQUESTED		SEC. NO. 46	RY-12	50-7933	2
APPROVED			REASON: E.D. NEEDED ON KEEL BEAM-R.H. AT STA 1091.50 & AFT END OF 50-5331 DOES NOT AGREE WITH 50-8272 FRAME INSTL STA 1140 (ENGR. ERROR)		RY-5	50-7933	3
APPROVED [signature] 4-22		PROD. INFO.		1-99 & 201-1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	50-7933	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~1-66~~		~~✓~~	~~1~~	~~50-5331-1~~							
~~1-67~~		~~✓~~	~~1~~	~~50-5331-2~~							
	50-5331-1	✓	1	50-5331-1103	CHORD-KEEL BEAM	C10 2					
	50-5331-2	✓	1	50-5331-1106	OPP. 50-5331-1103	B10 2					

ON S/1 CHANGE P/L AS SHOWN ABOVE

ON S/2 BOTTOM VIEW
CHANGE: AT ZONE B10
~~50-5331-2~~ 50-5331-1106
AT ZONE C10
~~50-5331-1~~ 50-5331-1103

ON S/3 VIEW C11-2
CHANGE: AT ZONE B10
~~END OF~~ END OF
~~50-5331-1~~ 50-5331-1103
~~50-5331-2 OPP.~~ 50-5331-1106 OPP.
CHANGE CALLOUT:
~~50-5331-1~~ 50-5331-1103
~~50-5331-2 OPP.~~ 50-5331-1106 OPP.

AT ZONE B4 VIEW A4
CHANGE CALLOUT:
~~50-5331-1~~
~~50-5331-2 OPP.~~
50-5331-1103
50-5331-1106 OPP.

AT ZONE A4 VIEW 2B6-2
CHANGE CALLOUT:
~~50-5331-1~~
~~50-5331-2 OPP.~~
50-5331-1103
50-5331-1106 OPP.

ON S/2 ZONE B7
ADD TAB TO KEEL BEAM R.H.
ON F/D AS SHOWN.

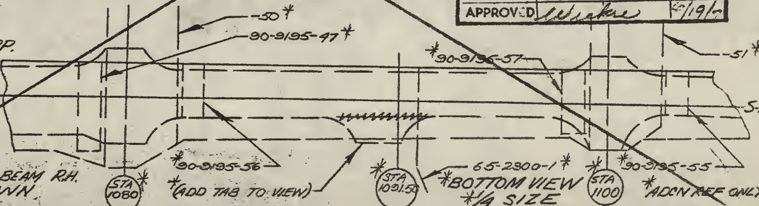
CANCELS ADCN RY-5 S/1, RY-8 S/2 & RY-3 S/3

REASON: PART NOS. CHANGE PER ADCN RY-4 AGAINST 50-5331 & RY-6

MRR # 58584 DTD 4-17-57

(P) DWG CLARIFICATION ONLY SEE ADCN RY-4 & RY-5 AGAINST DWG 50-5331 APL 1 THRU 4 COVERED BY MRA # 38335

☐ BAC RELEASED ☐ KC-135	
☒ CANCLD BY BAC ADCN #13, #11, & 9 ☒ 707	
CHECKED	[signature] 6-19-7
CHECKED	
APPROVED	[signature] 6/19/-



07-2285 ENG. CHG. ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C R3 2-7000

11-80

MODEL 707

R. ATKINSON 6-27-57
DRAFTED

CHECKED Schnelle 6/27/7

STRESS

APPROVED F. M. Miller 7/1/7

APPROVED Baily 7-2-57

DWG REC. CLK 7-2-57
RELEASE 7-8-57
B/P GROUP
REQUESTED
PROD. INFO.

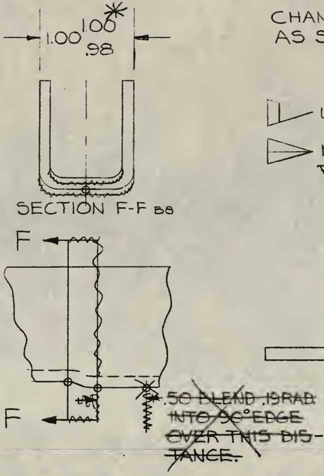
BOEING AIRPLANE COMPANY
ADVANCE DRAWING CHANGE NOTICE
THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
☐ DEVIATION ☒ VARIATION
REASON: TO ELIMINATE EXCESSIVE HANDWORK.

ISSUE NO. PRR 95000
CHG. NO.
SEC NO. 43
CHG. EFF. SAME AS DRAWING

DWG TITLE: CHORD-KEEL BEAM STA. 600E-600K-5-29

ADCN	DRAWING NO	SHT
1	65-4845	1

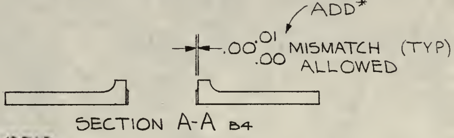
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P



CHANGE AND ADD TO DRAWING AS SHOWN:

ULERY, 6-4510; ELR 153679, 6-22-57

NO PARTS MADE
PLANNING AFFECTED



*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 024 C-RS LY 6-4510 7-1-7 JP 7-5-7 2-7000

BODY

ELR# 156408 1-89 IT

MODEL 707		7-17-57 DWG. REC. CLK	
C.E. ANSON DRAFTED	7-9-7	7-17-57 RELEASE 7-17-57EC	
CHECKED J.R.GIBBONS	7/9/7	S/P GROUP	
STRESS H.E. Bryant	7/9/7	REQUESTED	
APPROVED			
APPROVED Carter	7/11/57	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO ELIMINATE INTERFERENCE BETWEEN RIVETS & -3158 R.H., -3157 L.H.

B

ISSUE NO.

CHG. NO. 95000

SEC. NO. 43.

AS TABULATED CHG. EFF.

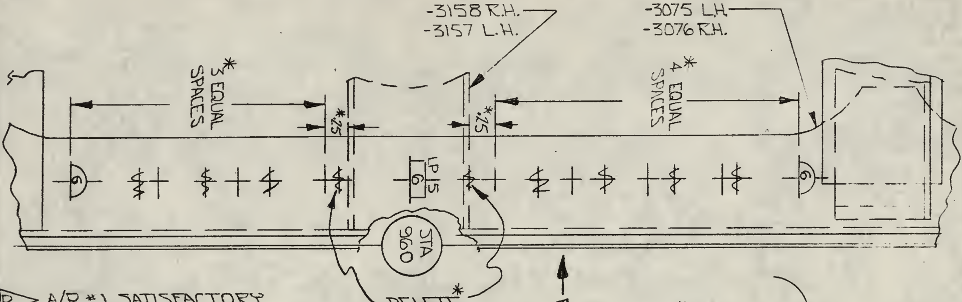
DWG. TITLE BEAM INSTALLATION KEEL STA 870-960

ADCN	DRAWING NO.	SHT.
25	5-86387	8A

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN BZ DELETE (2) RIVET LOCATIONS & RE-SPACE RIVETS AS SHOWN



P A/P #1 SATISFACTORY PER REJ TAG

A/P #2 IN ACCORD TDR REQUIRED

A/P #3 IN ACCORD FOR PAPER CHANGE

A/P #4 & ON MUST COMPLY

5-86387-951 & 952 ALREADY REWORKED BY 6-3760

*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R8 R.W. 6-9510 7-11-7 2-7000

10 - 76

MODEL 707		517-10-57 DWG. REC. CLK. RX 7/11/57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	DWG. TITLE BULKHEAD INSTL. KEEL BEAM STA 840
DRAFTED H. MITCHELL	7/3/7	RELEASE 7.11.57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.
CHECKED [signature]	7/3/7	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	ITEM ~~CHG~~ NO. 4381
STRESS ———				SEC. NO. 43
APPROVED [signature]	7-3-7	REQUESTED	REASON: TO CORRECT P/L	
APPROVED [signature]	7-5	PROD. INFO.		2001 & ON CHG. EFF.

ADCN	DRAWING NO.	SHT.
1	65-5626	1

A D C N

PARTS LIST ZONE	REPLACES		REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
3-55		~~✓~~	~~1~~	~~6-83517-3002~~	~~ANGLE STIFF~~	~~C8z~~					
3-64		~~✓~~	~~1~~	~~6-83517-3001~~	~~ANGLE STIFF~~	~~B8z~~					
	6-83517-3002	✓	1	6-83517-3005	ANGLE STIFF	C8z					
	6-83517-3001	✓	1	6-83517-3004	ANGLE STIFF	B8z					

CHANGE P/L AS SHOWN:

ack 10-7

7-19 27

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

MODEL 707		DWG. REC. CLK. 6-18-57	
DRAFTED R. HOLLENBECK	5-27-57	RELEASE 6-19-57	
CHECKED VONK	6-8	B/P GROUP REJ TAG 13707 & 305295 REQUESTED	
STRESS ———			
APPROVED [signature]	6-10	PROD. INFO.	
APPROVED			

REASON: JOG NOT REQD OVER EXTENDED REF. DOUBLER & RIVET CANNOT BE INSTALLED

A

ISSUE NO.

CHG. NO. 95,000

SEC. NO. 43

CHG. EFF. 1 THRU 1999

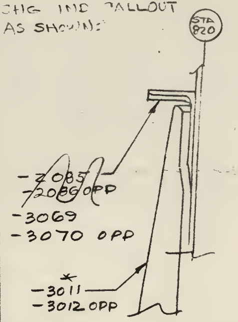
DWG. TITLE BEAM INSTALLATION KEEL BODY STA 620-820

ADCN	DRAWING NO.	SHT.
3	5-86386	4A
7	5-86386	10A

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ON SH 4A:

CHG IND CALLOUT AS SHOWN:



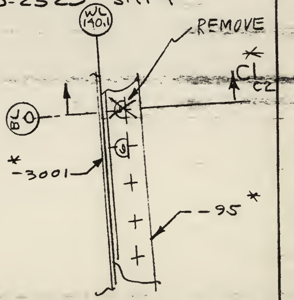
A10-5A

*ADCN REF

A/P 001 REWORKED PER REJ TAG 305295

ON SH 10A

IN ZN C1 SECN VIEW 2A2 REMOVE ONE (1) RIVET LOCATION AS SHOWN, ADD REF STRUCTURE AT BLO PER 50-2529 SHT 4



(REF. ADCN #23 ON SH 1A & ADCN #14 ON SH 5A)

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

64510 6-12-7

2-7000

ADCN

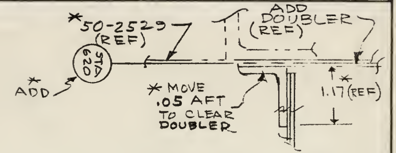
1- 78

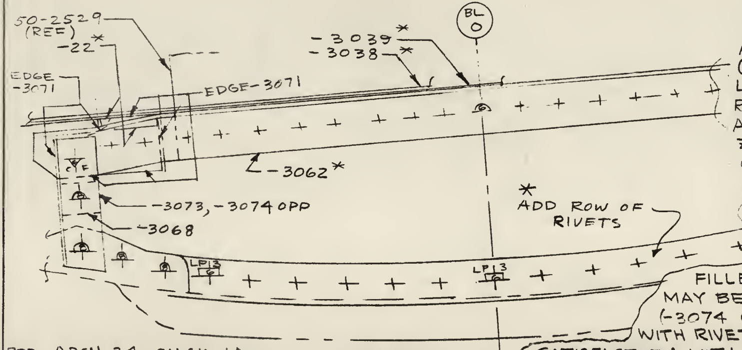
MODEL 707		276-18-57 DWG. REC CLK	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	A ISSUE NO.	BEAM INSTALLATION KEEL BODY STA 620-820 DWG. TITLE
R. HOLLENBECK DRAFTED	6-6-57	2C6-19 57 RELEASE		95,000 CHG. NO.	ADCN: 8 — DRAWING NO.: 5-86386 — SHT.: 10A
CHECKED Vone	6-8	6-19-57 B/P GROUP	☐ DEVIATION ☒ VARIATION	43 SEC. NO.	
STRESS Blozyor	6/8/7	REJ TAG 137 072 REQUESTED	REASON: FILLER REQD BETWEEN KEEL BEAM STIF & BHD WEB. LOCKBOLTS ADDED.		
APPROVED	6-10-7	P			
APPROVED		PROD. INFO.		1 THRU 1999 CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN SECN VIEW ZAZ ZONE 1 (STICKER VIEW 1)
ADD 50-2529 REF STRUCT, ADD -3071, REPLACE -3028 FILLER WITH -3068; REPLACE -3025 (-3026 OPP) ANGLE WITH -3073 (-3074 OPP) & ADD LOCKBOLTS AS SHOWN.





IN SECN VIEW C1 ZNC2 ADD DOUBLER TO 50-2529 (REF), RELOCATE & CHG LENGTH OF -95 (-3062 REF ADCN 3 SH 10A) LEG TO AGREE WITH VIEW IN ZN 12 SH 3A & ADD STA CALLOUT AS SHOWN.

P APL 001 REWORKED PER REJ TAG 137 072 FOR FILLERS ONLY. SCRAP EXISTING -3028 FILLERS. -3025 (-3026 OPP) MAY BE REWORKED INTO -3073 (-3074 OPP). PLANNING NOT IN ACCORD WITH RIVET ADDITION. AIRP 001 IS SATISFACTORY WITH REGARD TO RIVETS ADDED PER REJ. TAG # 244988

REF ADCN 24 ON SH 1A & ADCN 11 ON SH 3A

*ADCN REF ONLY.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 824 C-R1

MODEL 707		2/6-15-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	A
R. HOLLENBECK DRAFTED	6-6 57	7C6-1957 RELEASE 6-19-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. 95.000
CHECKED Volk	6-8	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO.
STRESS		REJ TAG 137 072 REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 43
APPROVED G Brown	6-10-7		REASON: FILLER REQD BETWEEN KEEL BEAM STIF & BHD WEB	
APPROVED		PROD. INFO.		1-1999 CHG. EFF.

DWG. TITLE: BEAM INSTALLATION KEEL BODY STA 620-820

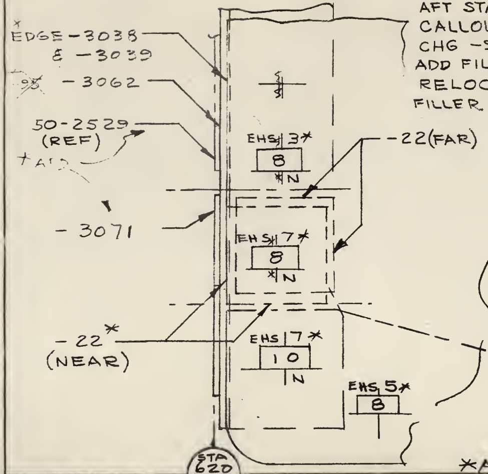
ADCN	DRAWING NO.	SHT.
11	5-86386	3A

ADCN

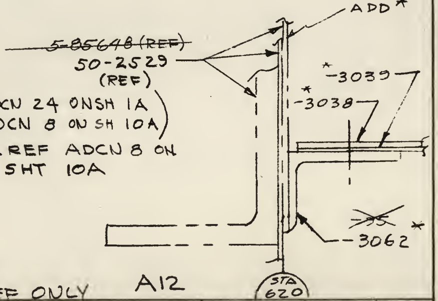
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN STICKER VIEW (1)
ZN A12 ADD DOUBLER
AFT STA 620 WITH
CALLOUT 50-2529 (REF).
CHG -95 TO -3062 & RELOCATE.
ADD FILLER -3071
RELOCATE -22
FILLER (FAR) OFF RADIUS.

IN STICKER VIEW (2)
ZN B11
CHG SECN VIEW
A12 TO SHOW REF
DOUBLER AFT STA &
CORRECT REF CALLOUT
RELOCATE -95 (-3062
PER ADCN 5 SH 3A.)



(REF. ADCN 24 ON SH 1A
& ADCN 8 ON SH 10A)
▷ REF ADCN 8 ON SHT 10A



*ADCN REF ONLY

A12

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

ELR 160688 2-85

BODY

MODEL 707		7-11-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	A
DRAFTED RUTH WEAVER	6-10-7	7/12/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.
CHECKED [signature]	6-15-57	7-12-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	PRR 95000 CHG. NO.
STRESS		REQUESTED	REASON: WRONG FINISH FOR SKYDROL AREA	SEC. NO. 43
APPROVED		P		
APPROVED [signature] 6-15-57		PROD. INFO.		1-1999 CHG. EFF.

ADCN

BEAM INST KEEL BODY STA 620-820
DWG. TITLE

ADCN	DRAWING NO.	SHT.
25	5-86386	1A

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
				-3011						SRF2.30 ~~F-2.30~~	

CHG P/L AS SHOWN ABOVE

P APL 001 & ON MUST COMPLY
DETAIL PLNG. AFF.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R8 JFC 64510 6-15-7 2-7000

1-75 1J

MODEL 707		5?7-16-57 DWG. REC. CLK. EZA 7/17/57	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN	New ISSUE NO.	COWL PANEL ASSY L.H. SIDE, ENG NAC DWG. TITLE
DRAFTED B. HANSON	6/22/57	RELEASE 7-18.57 EC	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	10749 CHG. NO. PRR	ADCN 6 · DRAWING NO. 5-85637 · SHT. 1A
CHECKED [signature]	7/11	B/P GROUP 6-7000 DONALDSON	☐ DEVIATION ☐ VARIATION	71 SEC. NO.	
STRESS		REQUESTED	REASON: TO PROVIDE CLEARANCE FOR THE THRUST REVERSER ACTUATOR CYLINDERS	1-199 &	
APPROVED Donaldson	7/11/57			301-1999 CHG. EFF.	
APPROVED [signature] 7/11		PROD. INFO.			

ADCN

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	-3035	-3070	1	-3086	FRAME STA 205.00	B3,100	.045×6.0 ×60.0	503	—	F-10.10	R
	-3075	-3072	1	-3087	CHANNEL	F4,100	.045× 3.0 ×4.0	503	—	F-10.10	R
	-3074	✓	1	-3088	TIE PLATE	D5,100	.045×2.20 × 10.50	503	—	F 10.10	R
2-24		~~✓~~	~~1~~	~~-3074~~	~~TIE PLATE~~						
	-3040	✓	1	-3089	FRAME STA 125.04	D11 100	.050×4.00 ×45.0	501	T4	SRF-12.207	R
1-24		~~-3070~~	+	~~-3035~~	FRAME - STA 205						
2-15		~~-3072~~	+	~~-3075~~	~~CHANNEL~~						
1-15		X	+	~~-3040~~	~~FRAME - STA 125.04~~						

CHANGE P/L AS ABOVE

REWORK EXISTING PARTS

AP 7/13/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R3

2-20 4T

MODEL 707		7-16-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE	LOWER SPAR INSTALLATION — DWG. TITLE OUTBD STRUT
DRAFTED G. OSTERLOH	7/9/7	7-17-57 RELEASE		ISSUE NO.
CHECKED T. BURDO	7/9/7	7-18-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR. 10453 CHG. NO.
E. Fahle	7/11/7	DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION	SEC. NO. 74
APPROVED Donaldson	7/11/57		REASON: ADDED HOLES AND NUTPLATES FOR FIRE DETECTOR INSTL	1 - 199 & 301 THRU 1999 CHG. EFF.
APPROVED Allen 7/11		PROD. INFO.		

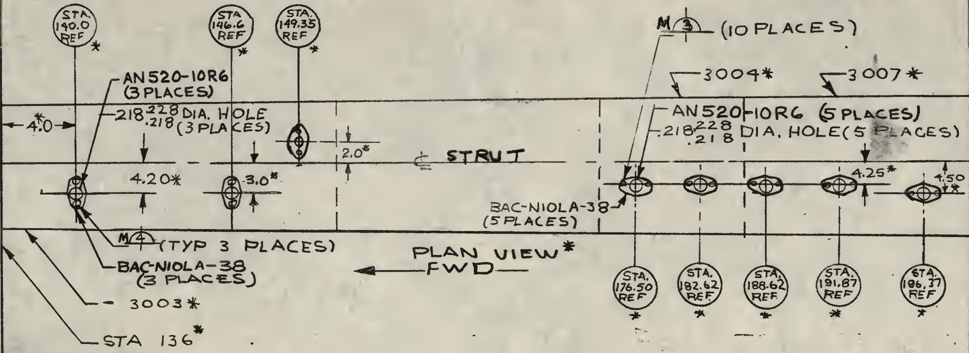
ADCN	DRAWING NO.	SHT.
26	8-8122	2A
16	8-8122	1A

ADCN 5

PARTS LIST ZONE	REPLACES					8-8122 -3004	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
						✓	8	BAC NIOLA-A38	NUTPLATE (70LHA1-02)			ELASTIC STOPNUT CORP.			
						✓	8	AN520-10R6	SCREW, MACH						

CHANGE P/L IN SHT 1A AS SHOWN ABOVE

CHANGE PICTURE IN SHT 2A AS SHOWN BELOW



ADCN REF. *

AIP 7/15

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

WING 7-17-57 2/6-13-57

R/T*299701 & ELR*1754L 2-94 4T

MODEL 707		DWG. REC. CLK 6-25-16-57	BOEING AIRPLANE COMPANY — ADVANCE DRAWING CHANGE NOTICE (ADCN)	C-	FRONT SPAR INSTALLATION DWG. TITLE WING INBOARD
DRAFTED C.E. ANSON	5-10-7	RELEASE R/K 5-17-57 6/14/57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	
CHECKED JRGIBBONS	5/10/7	B/P GROUP 7-18-57	☐ DEVIATION ☒ VARIATION	CHG. NO. 95000	
STRESS J. McGinnis	5.10.7	R REQUESTED	REASON: INTERFERENCE BETWEEN JOGGLE IN 9-61760-5 ANGLE & F.S. CHORD @ F.S.S. 509.599	SEC. NO. 12	
APPROVED Wickre	5/11/7	P PROD. INFO.		101-199	
APPROVED				CHG. EFF. 1-99 & 201-1999	

ADCN	DRAWING NO.	SHT.
~~18~~	~~5-84012~~	~~1A~~
~~23~~	~~5-84012~~	~~1A~~
27	5-84012	1A

ADCN

7-17 6.1 3.57 / 7.13.57

PARTS LIST ZONE	REPLACES	-3042	-3041	-3002	-3001	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
6-19			-3043 ~~-3043~~		-3003 ~~-3003~~	~~2~~ 1	9-61760-5	ATTACH ANGLE						
6-20		-3044 ~~-3044~~		-3004 ~~-3004~~		~~2~~ 1	9-61760-6	OPP 9-61760-5						
	NEW		-3043		~~-3003~~	1	-3159 (23)	ATTACH ANGLE	B6-6A	BAC1490-2555 x 4.60	CLAD 7075-0 SHT QQ-A-287 O TEMP	T6	F-2115	R
	NEW	-3044		~~-3004~~ (27)		1	-3150	OPP-3159						
	NEW	-3044	-3043	-3004	-3003	2	-3151	FILLER-TAPERED		BAC1513-140 x 0.75	7075-T6 QQ-A-277 T6 TEMP	—	F-230	T
							-29			(23)			~~F-230~~ F-2.22	
(27)	NEW				-3003	1	9-61760-3000	ATTACH ANGLE	B6 6A					
(27)	NEW			-3004		1	9-61760-3001	OPP 9-61760-3000						

CHANGE P/L AS SHOWN:

REPLACE ADCN23
TO LIMIT USE OF PARTS & PROVIDE EDGE MARGIN ON 1-99 & 201-1999
DRWN STARK 7-2-7
CHK [illegible] 7-3-57
APP Baskily 7-9-57
P 002 SATISFACTORY PER R/T# 114858
ASSY PLNG AFFECTED
REQ REJ TAG 114858
AIRP#1 SATIS

REPLACES ADCN#18
TO CORRECT PART NUMBER ISSUED IN ERROR & CHANGE LENGTH OF -3151
REQUESTED: RELEASE UNIT.
CHANGED: C.E. ANSON 5-24-7
CHECKED: JRGIBBONS 6-4-7
APPROVED: Carter 6-7-57
PROD. INFO: PLNG AFFECTED - RWK EXIST. DETAILS

R STEEL 6-3380
R/T#299701

P A/P#1 SATISFACTORY PER REJ TAG — A/P#2 REWORKED PER TAG 325732, 325733 & 325721

-29 CHANGED TO AGREE W/ KC-135 DWG SHT 1 REF ADCN * 8 SHT 6A

ASSY PLANNING AFFECTED A/P#3 & ON MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 R.W. 6-4510 5-11-7 TRG 4510 6/5/7 (23) & (27) 2-7000

2-20 4T

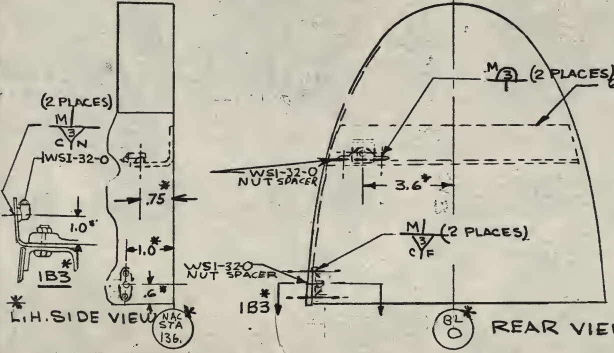
MODEL 707		DT 7-16-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	BULKHEAD INST. FORWARD ENGINE MOUNT. INBD. NAC STA 136 DWG. TITLE
DRAFTED G. OSTERLOH	6/21/7	EZN 7/17/57 RELEASE 7-18-57EC	☐ DEVIATION ☐ VARIATION	P.R.R. 10453 CHG. NO.	
CHECKED T. BURDO	7/8/7	B/P GROUP DONALDSON 6-7000 REQUESTED	REASON: TO PROVIDE CLAMPING FOR FIRE DETECTION ELEMENT	SEC. NO. 72	
STRESS					
APPROVED Donaldson	7/11/57			1 THRU 199 301 THRU 1999	
APPROVED Wilson 7/11		PROD. INFO.		CHG. EFF.	

ADCN	DRAWING NO.	SHT.
7	4-5177	2A
11	4-5177	1A

ADCN 38 38

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	2	WS1-32-0	NUT SPACER BAC-N10DZ-3-0			▶			

CHANGE P/L IN SHT 1A AS SHOWN ABOVE.



▶ WESTERN SKY INC.
P.O. 300
HAYWARD CALIF.

CHANGE PICTURE IN SHT 2A AS SHOWN ABOVE
* ADCN REF ONLY

AIP 7/15/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

1-77 1T

MODEL 707		DWG. REC. CLK 8-7-16-57	**BOEING AIRPLANE COMPANY**	New
DRAFTED B. HANSON	6/28/57	RELEASE 8W7-17-57 7-18-57EC	**ADCN — ADVANCE DRAWING CHANGE NOTICE** THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. 10749
CHECKED [signature]	7/11	S/P GROUP 6-7000	☐ DEVIATION ☐ VARIATION	CHG. NO. PRR
STRESS		DONALDSON REQUESTED	REASON: TO PROVIDE CLEARANCE FOR THE THRUST REVERSER ACTUATOR CYLINDERS	SEC. NO. 71
APPROVED Donaldson	7/11/57			1-199 &
APPROVED [signature] 7/11		PROD. INFO.		301-1999 CHG. EFF.

DWG. TITLE		
COWL PANEL ASSY R.H. SIDE, ENG NAC		
ADCN	DRAWING NO.	SHT.
6	5-85638	1A

ADCN

PARTS LIST ZONE	REPLACES	5-85638 -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	-3023	-3040	1	-3083	FRAME — STA 205.00	$C10_{2A}$	.045×4.00 ×57.00	503	—	F-10.10	R
	-3070	-3050	1	-3084	LATCH CHANNEL	$E9_{100}$	.045×3.00 ×15.00	503	—	F-10.10	R
	-3056	✓	1	-3085	TIE PLATE	$D8_{100}$	.045×2.70 ×10.50	503	—	F-10.10	R
		X ✓	2 1	-3056	TIE PLATE	$C9_{100}$	.040×1.50 ×2.05	502	—	SRF-2.115	R
1-24		~~-3040~~	~~1~~	~~-3023~~							
1-71		~~-3050~~	~~1~~	~~-3070~~							
		X	X	~~-3014~~	~~FRAME - STA 124.90~~	~~C5 2A~~	~~BAC1517-112 ×70.00~~	~~501~~	~~T4~~	~~SRF-12.207~~	~~R~~
	-3014	✓	1	-3086	FRAME-STA 124.90	$C5_{2A}$	.050×4.00× 70.00	501	T4	SRF 12.207	R
		✓	~~1~~	~~-3015~~							
	-3015	✓	1	-3088	FRAME-STA 134.40	$B6_{2A}$	.050×4.00 70.00	501	T4	SRF 12.207	R
		~~3037~~	~~1~~	~~-3016~~							
	-3016	-3037	1	-3087	FRAME-STA 192.80	$B6_{2A}$	.050×4.00 71.00	501	T4	F-2.10	R

REWORK EXISTING PARTS

AP 7/13/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

1-20 4T

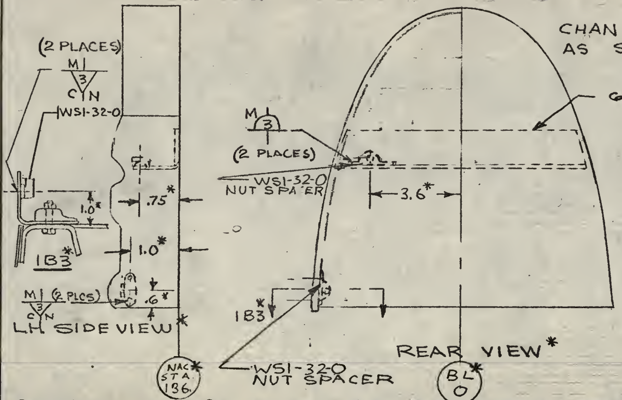
MODEL 707		7-16-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	7-2-57	BW 7-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED T. BURDO	7/9/57	7-18-57 EC B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Donaldson	7/11/57		REASON: TO PROVIDE CLAMPING FOR FIRE DETECTION ELEMENT
APPROVED	7/11	PROD. INFO.	

ISSUE NO. PRR 10453
CHG. NO.
SEC. NO. 74
1-THRU 199
301 THRU 1999
CHG. EFF.

DWG. TITLE: BULKHEAD INSTALATION FORWARD ENGINE MOUNT OUTBD NAC. STA: 136

ADCN	DRAWING NO.	SHT.
7	4-5181	2A
9	4-5181	1A

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		2	WS1-32-0	NUT SPACER BAC-N10DZ-3-0			▶			



CHANGE P/L IN SHT. 1A AS SHOWN ABOVE.

▶ WESTERN SKY INC.
P.O. 300
HAYWARD CALIF.

CHANGE PICTURE IN SHT 2A AS SHOWN ABOVE.
* ADCN REF ONLY

AHP 7/15

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

3-61 IT NOT PROCESS

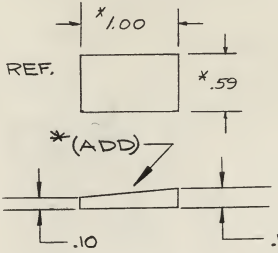
A D C N

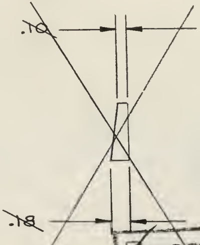
MODEL 707		6-21-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	TIE PLATE-LATCH, ENGINE NACELLE DWG. TITLE
M.R. MATTESON DRAFTED	5/16/57	6-21-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ADCN: R1-1 · DRAWING NO.: 63-2127 · SHT.: -
CHECKED DORTON	5/16/57	6-21-57 CB B/P UNIT	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. PRR10087
STRESS W.L. Erickson	5/16/57	ROHR 4-1384 REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO.
APPROVED			INCORRECT DIRECTION OF TAPER	SEC. NO. 71
APPROVED N. Burkart	5/16/57	P PROD. INFO.	REASON: WOULD NOT MATCH CONTOUR AS INTENDED PER ASSY DWG. 69-4131. (ENGRG ERROR)	1 THRU 199 / 301 THRU 1399 CHG. EFF.

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

DELETE END VIEW & ADD SIDE VIEW AS SHOWN:

*ADCN REF.





P SCRAP EXISTING PARTS & REWORK EXISTING ASSY'S.

KC-135 NOT AFFECTED.

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC A.C. ☑ 707
CHECKED Glokubu 6/7/57
CHECKED J.E. Larson 6/18/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

BAC 924 D-R4

3-70 2T

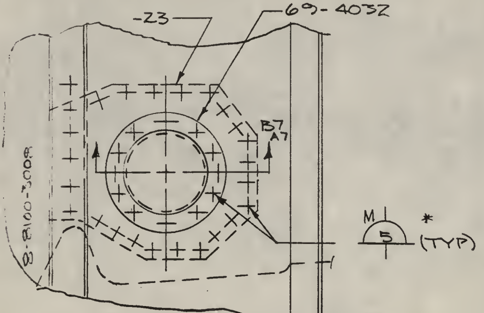
MODEL 707		DWG. REC CLK 6-24-57	**BOEING AIRPLANE COMPANY** ADCN ADVANCE DRAWING CHANGE NOTICE	A ISSUE NO.	DWG. TITLE LOWER SPAR INSTALLATION INBD STRUT
DRAFTED G. WOODS	6-11-57	RELEASE EZ 7 6/24/57 6-24-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO. 10764	ADCN 5 · DRAWING NO. 8-8100 · SHT. 3A
CHECKED	6/18	B/P GROUP	☐ DEVIATION ☐ VARIATION		
STRESS	6-18-57	P. Donaldson 6-7 REQUESTED	REASON: TO ALLOW REMOVAL OF THE TOP ENG TEMP PROBE WITHOUT REMOVAL OF ENGINE.	SEC. NO. 72	
APPROVED Donaldson	6/18/57			1 – 199	
APPROVED Donaldson	6/19	PROD. INFO.		301-1999 CHG. EFF.	

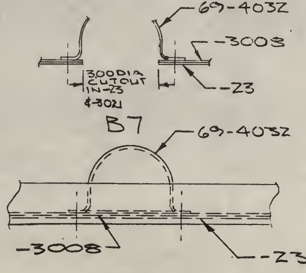
A D C N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN STICKER VIEW ② ADDED TO PLAN VIEW -23 REINFORCEMENT PLATE & 69-4032 IN ZN C7

IN STICKER VIEW ① ADDED TO L.H. SIDE VIEW -23 REINFORCEMENT PLATE, 69-4032, & -3021 IN ZN A7 ALSO ADDED SEC VIEW B7





▷ REWORK ALL ASSY'S

* ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

6-20 5T NOT PROCESS

MODEL 707		577-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED CWHULL	5/13/57	9C 7-10-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED PARTON	5/15/57	7-10-57 MO B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS W. Ericksen	5/15/57	ROHR 4-1380 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E.C. Burkart	5/16/57	P	REASON: ① TO ALIGN PARTS PRIOR TO SPOTWELD. (MFG - FACILITY). ② DRAWINGS REFERENCED WERE NEVER RELEASED. (ENGR ERROR)
APPROVED G. Hodgkins	5/20/57	PROD. INFO.	

ISSUE NO. A

CHG. NO. ITEM 7142

SEC. NO. 71

CHG. EFF. 1 THRU 199, 301 THRU 1999

DWG. TITLE: FORWARD FAIRING NACELLE ASSY. OF.

ADCN	DRAWING NO.	SHT.
R_1-4	50-8281	2
R_1-3	50-8281	3

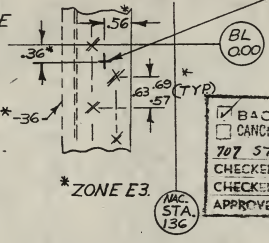
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

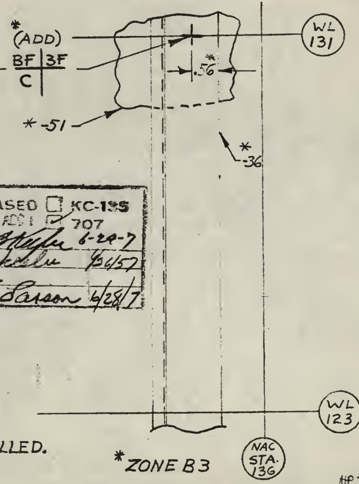
① REVISE FACE OF DWG AS SHOWN BELOW ON SHT 2.

② ON SHEET 3, IN ZONES A12, A10, A5, & A3. CHANGE REF DWG. AS SHOWN.
~~50-8279 (REF)~~
5-85637 (REF.)

ON SHT 3 IN ZONE A7 CHANGE REF DWG. AS SHOWN.
~~50-8280 (REF)~~
5-85638 (REF)



*ZONE E3.



*ZONE B3

☑ BAC RELEASED	☐ KC-135
☐ CANCLD BY BAC ADC !	☑ 707
707 STR.	E.A. Kepler 6-29-7
CHECKED	Blakeslee 6/26/57
CHECKED	
APPROVED	G.E. Larson 6/28/7

NOTE: DWG'S. 50-8280 & 50-8279 WERE NEVER RELEASED.

*ADCN REF ONLY.

P ▷ REWORK EXISTING PARTS AND ASSYS NOT INSTALLED.

KC 135 NOT AFFECTED.

HP 7/3/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

R-4 5/2 581-528 R-3 5/3 Record Change G.B.

6-75 2 T NOT PROCESS

A D C N

MODEL 707		8-7-7-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	A	FWD. FAIRING NACELLE ASSEMBLY OF DWG. TITLE
R. MATTESON DRAFTED	5/28/57	BC 7-10-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN: R1-4 / DRAWING NO.: 50-8281 / SHT.: 3
CHECKED DARTON	5/28/57	7-10-57 mB B/P UNIT	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 7142 CHG. NO.	
STRESS M Eccles	5/28/57	ROHR 4-1302 REQUESTED	☐ DEVIATION ☒ VARIATION	71 SEC. NO.	
APPROVED E Burkhart	5/29/57		REASON: FORE & AFT SKINS SPLIT TO MAINTAIN MANUFACTURING TOLERANCES. (MFG. FACILITY)	1 THRU 199 / 301 THRU 1999 CHG. EFF.	
APPROVED J Hodgkin	5/29	PROD. INFO.			

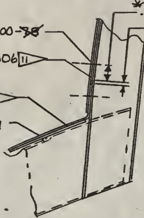
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD SKIN SPLIT & REVISE PART NUMBERS AS SHOWN:

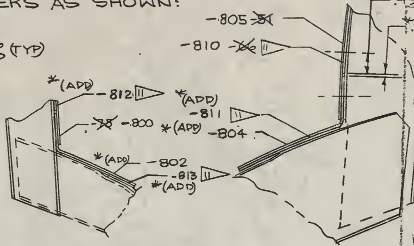
*

THIS CHG. INCOMPLETE WITHOUT:

ADCN	SHT	DWG.
R1-4, R1-5, R1-6	1	50-8281
R1-3	2	50-8281
R1-2, R1-5	3	50-8281
R1-3	2A	4-5177
R1-4	2A	4-5181
R1-12	100	5-85655



F5₂ STA 111.20 *ZONE A4



*CHG. CORRESPONDING VIEWS TO AGREE

D5₂ STA 117.50 *ZONE A2

☐ CANC'LD BY BAC NO. 4 / KC-135 / 707 STR. / CHECKED / APPROVED — 6-25 / 6/28/57

*ADCN REF.

▷ REWORK EXISTING PARTS & ASSY'S NOT INSTALLED. KC-135 NOT AFFECTED

HP 7/3/57

381-504

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

BAC 924 D-R4

1R 12

6-75 2T NOT PROCESS

MODEL 707		7-10-57 DWG. REC. CLK 7-10-57	
DRAFTED CW HULL	6/6/57	RELEASE 7-10-57 MB	
CHECKED DARTON	6/6/57	B/P UNIT ROHR 4-1367	
STRESS HECHT	6/6/57	REQUESTED	
APPROVED		P PROD. INFO.	
APPROVED	6/10/57		

BOEING AIRPLANE COMPANY
SEATTLE 14 WASHINGTON

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO ELIMINATE INTERFERENCE OF UNIVERSAL HEAD RIVETS & 65-5678 SEAL. (ENGR ERROR)

ISSUE NO.: FT

CHG. NO.: ITEM 7142

SEC. NO.: 71

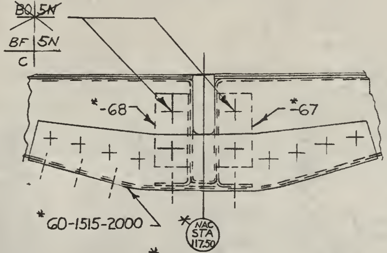
CHG. EFF.: 1 THRU 199, 301 THRU 1999

DWG TITLE: FORWARD FAIRING NACELLE ASSEMBLY OF.

ADCN	DRAWING NO.	SHT
R-6	50-8281	2

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DRAWING AS SHOWN BELOW.



*ADCN REF. ONLY.

*ZONE C5.

P REWORK EXISTING PARTS NOT ASSEMBLED.

KC 135 NOT AFFECTED.

CHECKED BY BAC AQEG
CHECKED Blakeslee 7/1/57
APPROVED J E Larson 7/2/57

AHP 7/3/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

BAC 924 D-R4

581-560

ADCN

7-9-57 6-85 1T

MODEL 707		DWG. REC. CLK. ~~1-17-7~~	BOEING AIRPLANE COMPANY	STRUT ASSY INBD NAC EQUIPMENT
DRAFTED TONY BURDO	1-11-57	RELEASE 1-18-57 7/10/57	ADVANCE DRAWING CHANGE NOTICE	DWG. TITLE
CHECKED		B/P GROUP 7-10-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	ISSUE NO. 95000 CHG. NO. PRR 10655
STRESS		P. DONALDSON P.P. 6-7000 REQUESTED	REASON: TO AGREE WITH PLUMBING INSTALLATION	SEC. NO. 72.
APPROVED P. Donaldson by E.T. Fahlen	1/15/57			1-199
APPROVED R.E. Hage	1-16-7	PROD. INFO.		301-1999 CHG. EFF.

ADCN	DRAWING NO.	SHT.
~~5~~	~~50-8227~~	—
6	50-8227	—

ADCN

PARTS LIST ZONE	REPLACES -10	-9	-8	-7	-6	-5	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
									X		X	~~50-5547-1~~	PLUMBING INSTL.	5					
	✓		X		✓		X		✓		1	50-5547-2	STRUT NO. 3						
										X	X	~~50-5547~~	PLUMBING INSTL.	5					
		✓		X		✓		X		✓	1	50-5547-1	STRUT NO. 2						
				✓				✓			1	50-5547-3	PLUMBING INSTL, STRUT NO. 2	5					
			✓				✓				1	50-5547-4	PLUMBING INSTL STRUT NO. 3	5					

CHANGE P/L AS SHOWN ABOVE

"CANCELS ADCN NO. 3"

DRAFTED OSTERLOH 6/24/57
CHECKED. T. BURDO 6/26/7
APP. E.T. Donaldson 6/28
APP R.E. Hage 6-28-7
TO BRING UP-TO-DATE

REASON: TO EXTEND USE FROM 1-99 TO COVER AIRPLANE SERIAL NO'S 1-199, 301-1999.

ADCN 6 REPLACES ADCN 5

7.8.7
AP ~~7.5.7~~
JMN 7/17

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

3-102 2T

A
D
C
N

MODEL 707	KC-135	7-11-57 DWG. REC CLK	
DRAFTED LASTALA	7-5-57	7-11-57 RELEASE 7-11-57	
CHECKED		B/P UNIT	
STRESS		REQUESTED	
APPROVED			
APPROVED [illegible]	7-8-57	PROD INFO	

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADCN ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON TO BRING TAB BLOCK UP TO DATE

E

ISSUE NO.

CHG NO PRR 9500

SEC NO 12

NOTED

CHG EFF.

DWG TITLE SUPPORT FORGING FORWARD OUTBOARD DRAG OUTBOARD NACELLE

ADCN	DRAWING NO	SHT
5	5-71706	1

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE TAB BLOCK AS SHOWN:

AIRP SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
12		50-8733	707				
~~12~~	~~2~~	~~50-8733~~	~~707~~	~~1 THRU 1999~~	~~5-71706-3~~	~~-~~	~~1&2~~

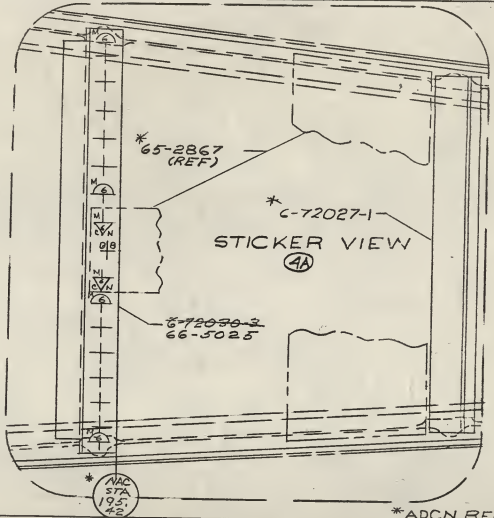
BAC 1-4 U.R4

3-60 2T

MODEL 707		~~7-11-57~~ DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)		LOWER SPAR INSTL OUTBD NAC STRUT		
DRAFTED B. HANSON	7/8/56	~~QC 7-11-57~~ RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. 10826	DWG. TITLE		
CHECKED Rumler	7/9	7-11-57 EC. B/P GROUP	☐ DEVIATION ☐ VARIATION	CHG. NO. PRR 74	ADCN	DRAWING NO.	SHT.
STRESS E B Keefer	7-9-7	E. KEEFER 6-7000 REQUESTED	PRESENT PART DEFICIENT	SEC. NO.	25	8-8122	2A
APPROVED Donaldson	7/9/57		REASON DUE TO HIGHER LOADS FROM	1-199 &			
APPROVED [illegible] 7/10		PROD. INFO.	THRUST REVERSER CONTROL BRACKET.	301-1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN B6, C6
CHANGE STIFFENER
6-72030-3 TO 66-5025
PER STICKER VIEW (4A)



*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

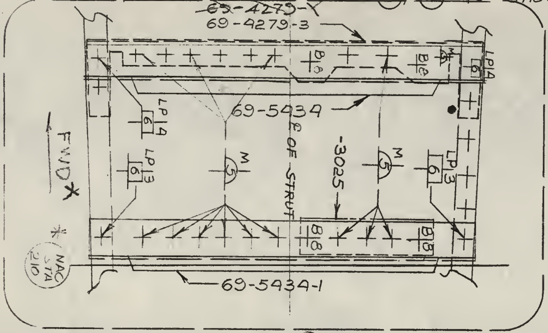
AP 7/11/57 2-7000

707		DWG. REC. CLK. 7-11-57	BOEING AIRPLANE COMPANY	A	LOWER SPAR INSTL. INBD NAC STRUT (DWG. TITLE)	
WILLARD DALE (DRAFTED)	6-14-57	RELEASE 7-11-57	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO.	ADCN 6	DRAWING NO. 8-8100 / SHT. 3A
CHECKED	7/9	B/P GROUP G. DREW 6-7000	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	PRR-10826 / ~~CHG.~~ NO.		
STRESS	7-9-57	REQUESTED		SEC. NO. 72		
APPROVED	7/9/57		REASON: TO PROVIDE SUPPORT FOR THRUST-REVERSER CONTROL BRACKET			
APPROVED 7/10		PROD. INFO.		1-199 CHG. EFF 301-1999		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

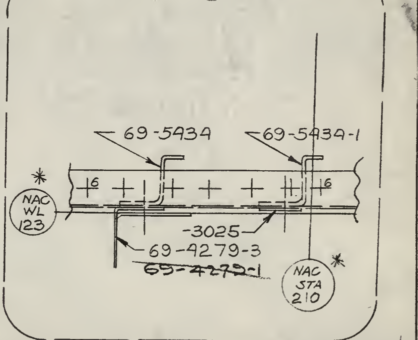
ADDED STIFFENERS 69-4279-3, 69-5434 & 69-5434-1 PER STICKER VIEW (3) & (4)
ADDED DOUBLER -3025 TO STICKER VIEW (3), (4)

ON SHT 3A ZONE A8 CHANGE ~~69-4279-1~~ CALLOUT TO 69-4279-3
CORRECT PICTURE TO SUIT NEW DETAIL
REVISED F/D PER STICKER VIEWS (3) & (4) AS SHOWN BELOW



STICKER VIEW (3) ZONE B8, C8

STICKER VIEW (4) ZONE A8



*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

FOR KC-135 SEE DCN "A" SHT 1 OF 5-97675 7-75 NOT PROCESS

MODEL 707		6-3-4-2-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)	ATTACH ANGLE INSTL T.E. FAIRING INBD NACELLE DWG. TITLE
DRAFTED R. MATTESON	1/11/57	RELEASE 2-27-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ADCN R-3 DRAWING NO. 65-2397 SHT. 1
CHECKED H.D. BARTON	1/11/57	B/P GROUP	☐ DEVIATION ☒ VARIATION (MFG. FACILITY)	ISSUE NO. ITEM 7255
STRESS	1/11/57	ROHR 4-875 REQUESTED	REASON: ROHR DOES NOT HAVE FACILITIES TO MAKE ATTACH ANGLES IN ONE PIECE.	CHG. NO. SEC. NO. 12
APPROVED		PROD. INFO.		1 THRU 199, 301 THRU 1999
APPROVED	1/11/57			CHG. EFF.

PARTS LIST ZONE	REPLACES	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	
~~1-3~~			~~V~~	~~1~~	~~-3~~	~~ATTACH ANGLE FWD~~	~~B4 2~~	~~.063X10 X140.~~	~~1~~	~~T4~~	~~F2.20~~	~~S~~
~~1-4~~		~~V~~		~~1~~	~~-4~~	~~OPP -3~~						
~~1-5~~			~~V~~	~~1~~	~~-5~~	~~ATTACH ANGLE - FWD~~	~~B5 2~~	~~.063X10 X140.~~	~~1~~	~~T4~~	~~F2.20~~	~~S~~
~~1-6~~		~~V~~		~~1~~	~~-6~~	~~OPP -5~~						
NEW	-3		V	1	-801	ATTACH ANGLE FWD	B2 2	.063x10 x70.	1	T4	F2.20	S
NEW	-4	V		1	-802	OPP-801						3
NEW	-3		V	1	-803	ATTACH ANGLE FWD	B2 2	.063x10 x72.	1	T4	F2.20	S
NEW	-4	V		1	-804	OPP-803						
NEW	-5		V	1	-805	ATTACH ANGLE FWD	C2 2	.063x10 x72.	1	T4	F2.20	S
NEW	-6	V		1	-806	OPP-805						3
NEW	-5		V	1	-807	ATTACH ANGLE FWD	C2 2	.063x10 x70.	1	T4	F2.20	S
NEW	-6	V		1	-808	OPP-807						
38		XV	XV	~~4~~46	SAL100-T6-4	BOLT, LOCK, SHEAR, 100° HD. (BAC-B30P-6-4)			2			

REVISE PARTS LIST AS SHOWN ABOVE.

REPLACES ADCN R-1

DRAWN: R. WEAVER (6-27-7)
CHK'D: R Short (6-29-7)
APP'D: Bankly 7-3-57
REASON: PARTS REQUIRE ADDITIONAL FINISH ON FAYING SURFACES

3 P APL 001 & ON MUST COMPLY

* ADCN REF: THIS CHG INCOMPLETE WITHOUT ADCN'S 4 & R-2 SHT 2.

1 REWORK EXISTING PARTS.

REF BAC LETTER 6-4475.3-5131 DATED 12-26-56

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

581-235

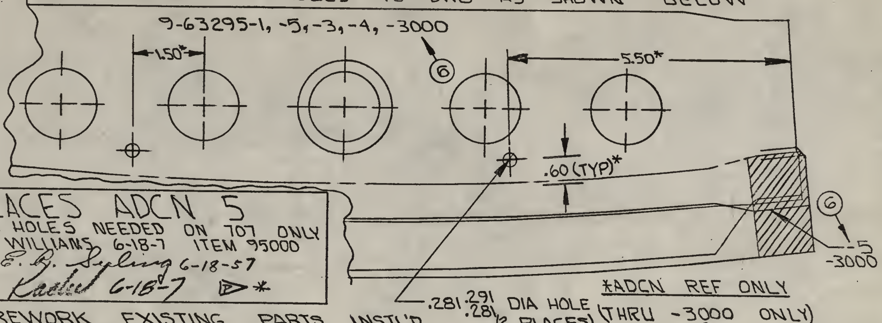
BODY   8-87   CO-ORD SHT CX-40-210

MODEL 707		8-16-24-57 ~~8-15-27-57~~ DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	E ISSUE NO.	BULKHEAD-CHORD SUPPORT DWG. TITLE KEEL BEAM	
BOB WILLIAMS DRAFTED	5-9-7	~~8-15-27-57~~ 8-27 6/24/57 RELEASE			ADCN / DRAWING NO.	SHT.
E. Seeling CHECKED	5-9-57	~~5-27-57~~ 6-24-57 B/P GROUP	☐ DEVIATION ☐ VARIATION	ITEM 95000 ~~CHG.~~ NO.	~~5~~ / ~~9-63295~~	~~—~~
STRESS Blanger	5/17/7	R. SMITH 6-3060 REQUESTED	REASON: HOLES NEEDED FOR GROUND STUDS	43 SEC. NO.	6 / 9-63295	—
APPROVED		O.S.A. P PROD. INFO.				
APPROVED Kasked	5-17-7			1-1999 CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW ←⑥→		-3000	BLKHD-CHORD SUPT		.081 x 4.5 x 19.9	7075-0 SHT QQ-A-283 O TEMP	T6	F-2.30	5

ADD -3000 TO PARTS LIST AS SHOWN ABOVE

ADD -3000 CALL-OUT TO DWG AS SHOWN BELOW
ADD TWO .281 DIA HOLES TO DWG AS SHOWN BELOW



REPLACES ADCN 5
REASON: HOLES NEEDED ON 707 ONLY
DRAWN: WILLIAMS 6-18-7 ITEM 95000
CHK'D: E. G. Seeling 6-18-57
APPRD: Kasked 6-18-7 P *

*ADCN REF ONLY (THRU -3000 ONLY)

P REWORK EXISTING PARTS INSTL'D
* PLNG. AFFECTED

SEE ADCN 50 SHT 1A ON 5-86387 CHG T/B AS SHOWN BELOW ⑥

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
43	1	5-86387	707	1 THRU 1999	9-63295-3000		
~~43~~	~~1~~	~~5-86387~~	~~707~~	~~1 THRU 1999~~	~~9-63295-5~~		

BAC 924 C-R5 WMS (6-4510) 5-20-7 Bratin 64570 6-18-7 ace 6-20-7 5-28-7 2-7000

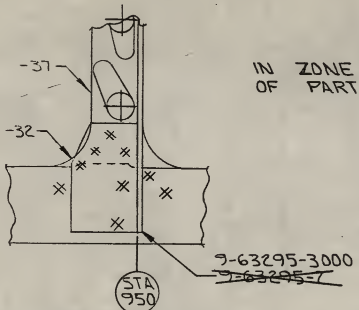
BODY GROUP 8-20 5T CX-40-210

MODEL 707		276-21-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE	A ISSUE NO.	BEAM INSTL- KEEL, STA 820-960 DWG. TITLE	ADCN
BOB D. WILLIAMS DRAFTED	6-18-7	6/24/57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 95000 CHG. NO.	ADCN 50 — DRAWING NO. 5-86387 — SHT. 1A	103
E.D. Seeling CHECKED	6-18-57	6-24 57 CB S/P GROUP	☐ DEVIATION ☐ VARIATION	43 SEC. NO.	ADCN 16 — DRAWING NO. 5-86387 — SHT. 5A	85
STRESS		R. SMITH 6-3060 REQUESTED	REASON: NEW PART IN USE ON THIS INSTL			
APPROVED [signature]	6-18-7	P PROD. INFO.		1-1999 CHG. EFF.		
APPROVED						

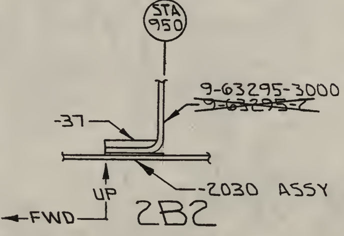
PARTS LIST ZONE	REPLACES		-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
72-4			~~✓~~	~~1~~	~~9-63295-5~~	~~BLKHD-CHORD SUPT~~	~~B2 5A~~					
	9-632955		✓	1	9-63295-3000	BLKHD-CHORD SUPT	B2 5A					

ON SHT 1A, CHANGE PARTS LIST AS SHOWN ABOVE

IN ZONE B2, SHT 5A, CHANGE CALL-OUT OF PART NUMBER AS SHOWN BELOW



PLAN VIEW
LOWER SKIN
← FWD



2B2

P ▷ REWORK EXISTING INSTLS

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS [signature] 64570 6-18-7 acc 6-20-7 2-7000

8-20 4T

MODEL 707		8Y 6-21-57 DWG. REC. CLK. 8271 6/24/57	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE		MID SPAR INSTL. INBD NACELLE DWG. TITLE STRUT			A
DRAFTED G. OSTERLOH	6-6-57	RELEASE 6-24-57 KB		ISSUE NO.	ADCN	DRAWING NO.	SHT.	D C
CHECKED F. Mc DONOUGH	6/7/57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	PRR 95000 CHG. NO.	15	4-5175	1A	N 34
STRESS		DONALDSON REQUESTED	REASON: TO ADD SKYDROL RESISTANT FLANGE	SEC. NO. 72	17	4-5175	3A	36
APPROVED Donaldson	6/18			1 THRU 199				
APPROVED		PROD. INFO.		301 THRU 1999 CHG. EFF.				

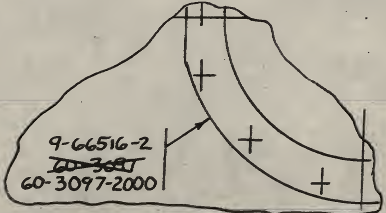
PARTS LIST ZONE	REPLACES	3173 3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	~~NEW~~	~~✓~~	~~1~~	~~60-3097~~	~~FLANGE~~						
	60-3097	✓	1	60-3097-2000	FLANGE						

ON SHT 1A:

REVISE P/L AS SHOWN ON ADCN R2, SHT 1A EXCEPT CHANGE CALLOUT OF 60-3097 TO 60-3097-2000 AS SHOWN ABOVE.

ON SHT 3A:

REVISE DWG. AS SHOWN ON ADCN R1, SHT 3A EXCEPT CHANGE CALL-OUT OF 60-3097 TO 60-3097-2000 AS SHOWN BELOW.



AF 6/20

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R9 8P 6-4510 2-7000

50-8738 Diagram - HI-RATE Fr Ext Sys 707

65-1636 Tubing instal F. xtinguisher 1 & 2 wing
65-2111 Door F ext access
65-2981 Fr. Detect Main WW

4-5177-1A Fire detector inst.

50-10307 Dectect inst, Fwd cargo
50-8253 System Diagram, Eng F xting.
not released.

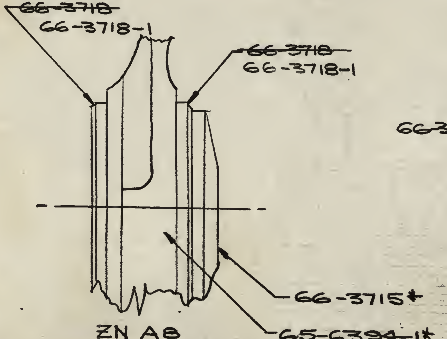
69-3161 clamp, detector inbd strut,

THRUST REVERSER

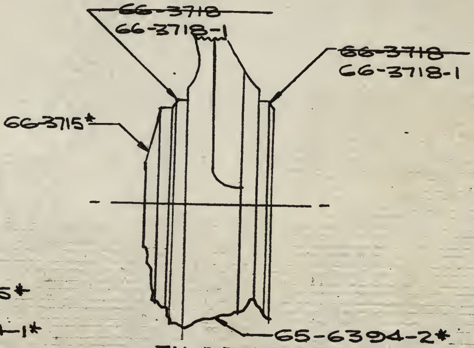
MODEL. 707		8-17-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)		DWG. TITLE CLAMSHELL INSTALLATION THRUST REVERSER	
DRAFTED R. HARDING		7-18-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN / DRAWING NO. / SHT.	
CHECKED C V Baker S.W.	7/16/57	7-18-57 EC B/P GROUP	☐ DEVIATION ☒ VARIATION	ITEM: 7815 CHG. NO.	3 / 65-4253 / 1	
STRESS ———		R. PEARSON REQUESTED	REASON: TO CORRECT P/L & CALL OUTS	SEC. NO.		
APPROVED R E Pearson	7/16/57					
APPROVED		PROD. INFO.		CHG. EFF. ALL		

PARTS LIST ZONE	REPLACES 65-4253	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-28	~~✓~~	~~4~~	~~66-3718~~	~~BEARING~~						
1-28	✓	4	663718-1	BEARING						

CHANGE PARTS LIST AS SHOWN ABOVE;
CHANGE CALLOUTS IN ZN'S A8 & A5 AS SHOWN BELOW:
* ADCN REF ONLY



ZN A8



ZN A5

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

1-66 IT NOT PROCESS

MODEL 707		2-6-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)	A ISSUE NO.
M.R. MATTESON DRAFTED	5/7/57	R-6-20-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10087 CHG. NO.
CHECKED H. DARTON	5/7/57	6-20-57 CB B/P GROUP	☐ DEVIATION ☒ VARIATION	72 & 74 SEC. NO.
STRESS M. Ericksen	5/7/57	ROHR 4-1337 REQUESTED	REASON: .50 HOLE REQ'D TO GAIN ACCESS TO 1/4" RIVET FOR INSTL. OF 66-3861 HOOK. (MFG. FACILITY)	1 THRU 199
APPROVED E.C. Burford	5/8/57	P		301 THRU 1999 CHG. EFF.
APPROVED H.F. Andersen	5-8-57	PROD. INFO.		

MID FAIRING INSTL. ENG. NAC. STRUT
DWG. TITLE

ADCN	DRAWING NO.	SHT.
~~R-3~~	~~5-88795~~	~~2A~~
4	5-88795	2A

A.D.C.N.

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

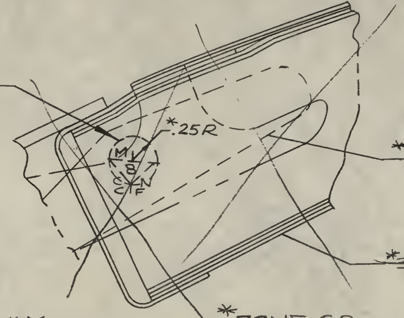
~~ADD .50 HOLE IN -3023 & -3024 AS SHOWN BELOW:~~

ADCN #4 CANCELS ADCN R-3

REASON: 66-3861 CAN BE RIVETED TO -3019 & -3020 PRIOR TO INST.

*CHG. CORRESPONDING VIEWS TO AGREE.

~~*(ADD)~~
~~.50 DIA. HOLE IN~~
~~-3023 & 3024 ONLY~~



☐ BAC RELEASED ☐ KC-135
☑ CANCLD BY BAC ADCN ☐ 707
SEE ADCN #4 THIS SHEET
CHECKED Blakeslee 6/14/57
CHECKED
APPROVED J. Fraser 6/17/57

~~B2~~

~~HINGE STA.~~ 204.45

*ADCN REF. ~~ONLY~~

P ~~REWORK EXISTING PARTS NOT INSTALLED.~~

KC-135 NOT AFFECTED.

AH 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

581 - 250

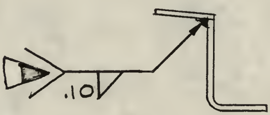
2-7000

J.P. Moore 6.50 17

MODEL 707	DWG REC CLK 7.17.57	BOEING AIRPLANE COMPANY		DWG TITLE RING STIFFENER SEGMENT-ENGINE EXHAUST PLUG
DRAFTED ALFREEMAN	RELEASE 7.17.57	DRAWING DEPARTURE AUTHORIZATION	ISSUE No.	DDA No. / DRAWING No.
CHECKED HUMAN	B/P GROUP	THE DWG WILL NOT BE CHANGED	ITEM 7811	1 / 65-7017
STRESS	R.PEARSON REQUESTED	REASON: TO PROVIDE OPTIONAL CONSTRUSTION	SEC. No. 78	
APPROVED	PROD INFO			
APPROVED 7-15	SHOP INFO			
APPROVED	ELR OR DCR		CHG EFF	

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

-1, -2, -3 SEGMENTS MAY BE MADE FROM TWO PIECES.



INERT TUNGSTEN ARC WELD PER BAC 5932

6-50 IT

ADCN

MODEL 707		DWG. REC. CLK 7-17-57	BOEING AIRPLANE COMPANY
DRAFTED AL FREEMAN	7-12-57	RELEASE 7-17-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED SHUMAN	7-12	B/P GROUP PEARSON	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS —		REQUESTED	☐ DEVIATION ☑ VARIATION
APPROVED	7-16		REASON: MANUFACTURING FACILITY
APPROVED		PROD. INFO.	

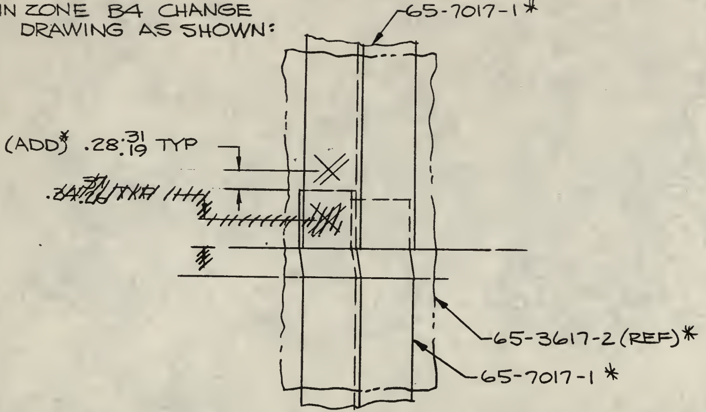
ISSUE NO.	
ITEM NO.	7811
SEC. NO.	78
CHG. EFF.	

DWG. TITLE: RING STIFFENING ENGINE EXHAUST PLUG INSTALLATION

ADCN	DRAWING NO.	SHT.
1	65-7020	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE B4 CHANGE DRAWING AS SHOWN:



* ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R3

2-7000

REPRODUCIBLE To IPD at Renton

6-64 27 NOT PROCESS

MODEL 707-120		9-17-57 DWG. REC. CLK.	
DRAFTED E. WHITE	6/15/57	9-17-57 RELEASE	
CHECKED E/S	6/15/57	B/P GROUP	
STRESS —		ROHR REQUESTED	
APPROVED R. Ahern	6/17/57		
APPROVED	6/15/57	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: PRESENT DIMENSIONS CONFLICT WITH ASSEMBLY DWG. (ENGRG ERROR)

ISSUE NO.

ITEM 7911 CHG NO.

78 SEC. NO.

1-199 & 301-1999 CHG. EFF.

LUG - SUPPORT RING EXHAUST PLUG

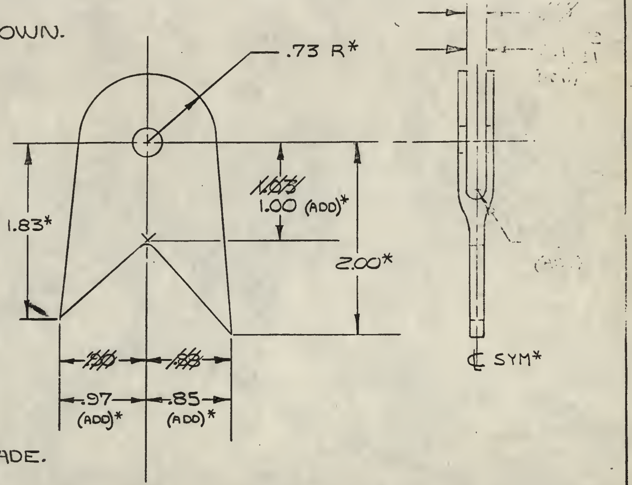
DWG. TITLE

ADCN	DWG. NO.	SHT.
R-1	66-	-

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE DIMENSIONS AS SHOWN.

APPROVED
Chkd. By: Date 7-15-57
Apprvd. By: Date 7-15
Boeing Airp. Co.-Transport Div.



* ADCN REF ONLY

▷ NONE . NO PROD PARTS MADE.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

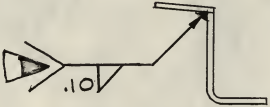
2-7000

6.50 17

MODEL 707	7-17-57 DWG REC CLK	BOEING AIRPLANE COMPANY		DWG TITLE RING, STIFFENER SEGMENT- ENGINE EXHAUST PLUG	
DRAFTED AL FREEMAN	7-19-57 RELEASE	DRAWING DEPARTURE AUTHORIZATION	ISSUE No.	DDA No.	DRAWING No.
CHECKED HUMAN	7-17-57 B/P GROUP	THE DWG WILL NOT BE CHANGED	ITEM 7811 ~~CHG.~~ No.	1	65-7017
STRESS	R. PEARSON REQUESTED	REASON: TO PROVIDE OPTIONAL CONSTRUSTION	SEC. No. 78		
APPROVED	PROD INFO				
APPROVED 7-15	SHOP INFO				
APPROVED	ELR OR DCR		CHG EFF		

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

-1, -2, -3 SEGMENTS MAY BE MADE FROM TWO PIECES.



INERT TUNGSTEN ARC WELD PER BAC 5932

8-52 NOT PROCESS

MODEL 707-120		7-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)	CHANNEL-FAIRING SUPPORT, SOUND
DRAFTED E15	6-22-57	7-15-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	DWG. TITLE SUPPRESSOR ASSY OF
CHECKED E. White	6/24/57	7-15-57 B/P GROUP	☐ DEVIATION ☒ VARIATION	ISSUE NO. ITEM 7813
STRESS —		ROHR REQUESTED	REASON: DETAIL PART NOS OMITTED & NUTPLATE INCORRECTLY CALLED OUT. (ENGRG ERROR)	CHG. NO. 78
APPROVED R. Ahern	6/24/57	NONE - NO PARTS MFG'D. PROD. INFO.		SEC. NO. ALL
APPROVED	6/24			CHG. EFF.

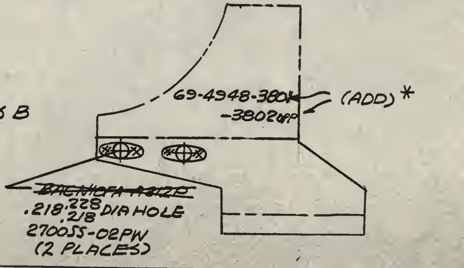
ADCN	DRAWING NO.	SHT.
R1	69-4948	—

APPROVED
Chkd. By ... Date 7-11
Appr'd. By ... Date 7-11
Boeing Airp. Co.-Transport Div.

PARTS LIST ZONE	REPLACES	69-4948-2	69-4948-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	
I-4				2	~~BACN10FA-A312P~~	~~NUTPLATE~~						
I-2					~~69-4948-2~~	~~OPP 69-4948-1~~						
I-1					~~69-4948-1~~	~~CHANNEL ASSY OF~~						
NEW	BACN10FA-A312P	✓	✓	2	27005S-02PW	NUT-PLATE, 1200°F (BACN10FA-A312P)	NUTT-SHEL CO., 811 AIRWAY GLENDALE 1, CALIF. (OR EQUIVALENT)					
NEW		✓		1	-3802	OPP-3801		.036X6.0X8.0	1	-	F-805	R
NEW			✓	1	-3801	CHANNEL		.036X6.0X8.0	1	-	F805	R
NEW	69-4948-2			-	69-4948-2	OPP 69-4948-1						R
NEW	69-4948-1			-	69-4948-1	CHANNEL, ASSY OF						R

REVISE P/L AS SHOWN ABOVE
REVISE DWG AS SHOWN BELOW

ADD TO GENERAL NOTES:
※ SPOTWELD PER BAC 5933 CLASS B



*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 324 G-55

2-7000

1-54 # REPRODUCIBLE TO IPD & ROHR

MODEL 707	DWG REC CLK 7-15-57	BOEING AIRPLANE COMPANY		DWG TITLE DIRECTIONAL VALVE ASSY EXTEND THRUST. REVERSER		
DRAFTED J.P. WEED	RELEASE 9C 7-15-57	DRAWING DEPARTURE AUTHORIZATION	ISSUE No.	DDA No.	DRAWING No.	
CHECKED E V Lake 7/11/57	B/P GROUP 7-15-57	THE DWG WILL NOT BE CHANGED REASON:	CHG. No. 7832	1	69-4902	
STRESS	REQUESTED PEARSON R.	NEW HI-TEMP BEARING NOT AVAILABLE AT THIS TIME.	SEC. No.			
APPROVED	PROD INFO					
APPROVED [signature] 7-11	SHOP INFO					
APPROVED	ELR OR DCR		CHG EFF			

PARTS LIST ZONE	REPLACES	69-4902	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		~~✓~~	~~1~~	~~RAP3MS-51~~	~~BEARING ROD END BALL (BAC-B10A-680)~~		~~MARLIN ROCKWELL CORP. JAMESTOWN N.Y. (OR EQUIV.)~~				
		✓	1	RA3M5	BEARING ROD END BALL		FAFNIR BRG. CO. NEW BRITAIN CONN (OR EQUIV.)				

REMOVE NON-METALLIC SEALS & REPACK WITH SHELL 21176A SILICONE GREASE.
OPTIONAL: REPLACE NON-METALLIC SEALS WITH TEFLON SEALS.

FIRST TWO UNITS. MFG'D BY ROHR ONLY

FIRST FOUR UNITS MFG'D BY IPD ONLY

BAC 925 A-R4

8-54 1+

MODEL 707-120		7-15-57 DWG. REC. CLK.	
DRAFTED E15	6-28-57	7-15-57 RELEASE	
CHECKED E. White	7/1/57	7-15-57 B/P GROUP	
STRESS		ROHR REQUESTED	
APPROVED R. Ahern	7/2/57	NONE NO PARTS MFG'D.	
APPROVED	7/1/57	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO FACILITATE FABRICATION.

(MFG FACILITY)

ISSUE NO.	A
CHG. NO.	ITEM 7812
SEC. NO.	78
	ALL
CHG. EFF.	

DWG. TITLE: BAFFLE ASSY THRUST REVERSER

ADCN	DRAWING NO.	SHT.
R-1	69-4895	—

ADCN

PARTS LIST ZONE	REPLACES -6	-5	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
NEW				✓	✓	1 ▷	-3803	BAFFLE		.031X3.0X4.50	2▷	—	F-8.05	
NEW			✓			1 ▷	-3802	BAFFLE		.031X4.50X8.0	2▷	—	F-8.05	
NEW	✓	✓				1 ▷	-3801	BAFFLE		.031X4.50X4.50	2▷	—	F-8.05	

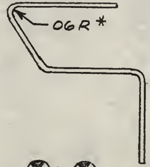
REVISE P/L, ADD SECT ⊗-⊗, & ADD FLAG NOTES AS SHOWN

APPROVED
Chkd. By: I. Greenag Date 7/11/57
Apprd. By: [illegible] Date 7-11-57
Boeing Airp. Co.-Transport Div.

▷ -3803 OPTIONAL TO -7 & -10

▷ -3802 OPTIONAL TO -8 & -11

▷ -3801 OPTIONAL TO -9 & -12



⊗-⊗

TYP FOR -3801, -3802, -3803
(SECT ⊗-⊗ IDENTICAL TO SECT A-A
EXCEPT FOR ONE PIECE CONSTRUCTION)*

* ADCN REF

AIRP. SEC. NO	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

4-72 IT (NOT PROCESS)

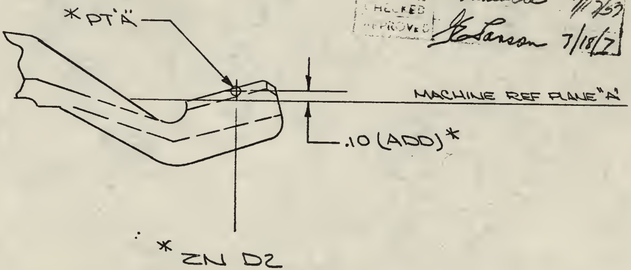
MODEL 707		DL 7-22-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		HANGER-THRUST REVERSER SHAFT-INBD DWG. TITLE NAC STRUT, ASSY OF		
DRAFTED C. ROSS	6/13/57	JC 7-22-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHECKED H. DARTON	6/13/57	7-22-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 77250 CHG. NO.	R1-1	65-4395	-
STRESS [signature]	6/14/57	ROHR ENGRG REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 76			
APPROVED			REASON: PT "A" IS NOT LOCATED VERTICALLY (ENGRG ERROR)	1 THRU 199			
APPROVED [signature]	6/18/57	PROD. INFO.		301 THRU 1999 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD DIM TO DWG AS SHOWN BELOW

☑ BAC RELEASED ✓707
☐ CANCEL
CHECKED B. [signature] 7/17/57
APPROVED [signature] 7/18/57



* ADCN REF

▷ RWK DETAIL PARTS & ASSY'S

KC-135 NOT AFFECTED

AP 7/19/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

581-580

BAC 924 C-RS

2-7000

4-54 1T

MODEL 707		7-22-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	A	SPECIAL RIVET CONTROL REVERSE THRUST DWG. TITLE
DRAFTED CHRISTENSEN	7-17-57	7-22-57 RELEASE 7-22-1957	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO	
CHECKED		B/P UNIT	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 9500 CHG. NO.	ADCN 2 · DRAWING NO. 63-1440 · SHT. —
STRESS			☐ DEVIATION ☒ VARIATION	51 SEC. NO.	
APPROVED		REQUESTED	REASON: TO BRING TAB BLOCK UP TO DATE	NOTED	
APPROVED A.P. Sudduth	7-18-57	PROD. INFO.		CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE TAB BLOCK TO READ AS SHOWN:

AIF 71919

AIRP SEC NO.	QTY. PER AIRP.	USED ON DWG NO	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
51		65-2121	707				

652 2T REPRODUCIBLE TO IPD & ROHR

MODEL 707		6-21-57 DWG. REC. CLK.	
DRAFTED PUNCOCH	6-17-57	JC 6-21-57 RELEASE	
CHECKED SHUMAN	6-17-57	6-21-57 CB B/P GROUP	
STRESS W. [illegible]	6-18-57	BENNETT REQUESTED	
APPROVED [illegible]	6-19-57		
APPROVED		PROD. INFO.	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

REASON: TO FACILITATE ASSEMBLY

ISSUE NO. ITEM 7813

CHG. NO.

SEC. NO. 78

CHG. EFF.

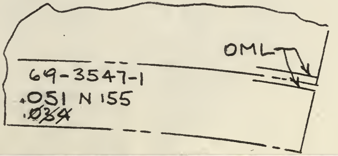
DWG. TITLE: ANGLES - SLEEVE DOOR THRUST REVERSER

ADCN	DRAWING NO.	SHT.
1	69-3547	-

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		~~-~~	~~-1~~	~~ANGLE - LWR~~	-	~~.034 × 10.7 × 2.7~~	~~1~~	-	~~F-8.05~~	~~R~~
		-	-1	ANGLE - LWR	-	.051 × 10.7 × 2.7	1	-	F-8.05	R

IN P/L CHANGE STOCK SIZE AS SHOWN ABOVE.

ON F/D CHANGE 69-3547-1 AS SHOWN:



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 624 C-R6 2-7000

1

11-52 3T. REPRODUCIBLE TO IPD & ROHR

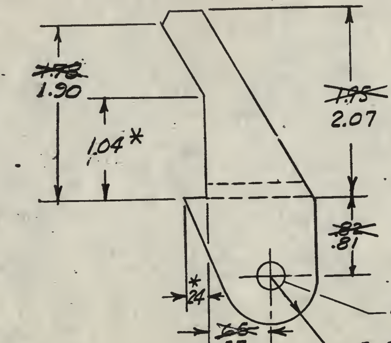
ADCN

MODEL 707-120		7-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN) THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN		DWG. TITLE FITTING LINK ATTACHMENT THRUST REVERSER	
DRAFTED EIS	6-19-57	7-10-57 RELEASE		ISSUE NO.	ADCN / DRAWING NO. / SHT.	
CHECKED E. White	6/20/57	7-10-57 MB B/P GROUP	☐ DEVIATION ☒ VARIATION	ITEM 7812 CHG. NO.	R1 / 66-3341 / —	
STRESS —		ROHR REQUESTED	REASON: HOLE LOCATION IN FITTING IS NOT IN AGREEMENT WITH GEOMETRY OF CASCADE & STRUT ASSYS	78 SEC. NO.		
APPROVED R. Ahern	6/21	NONE NO PARTS MACHINED		ALL		
APPROVED Cis	6/20/57	PROD. INFO.		CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE DIMS. AS SHOWN.

APPROVED
Chkd. By: [illegible] Date
Appr.d. [illegible] Date 7/17
Boeing Airp. Co.-Transport



*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

11-52 3T REPRODUCIBLE TO IPD & ROHR

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

MODEL	707-120		DI 7-10-57 DWG. REC. CLK.
DRAFTED	EIS	6-19-57	9C 7-10-57 RELEASE
CHECKED	E.W. White	6/20/57	7-10-57 MR B/P GROUP
STRESS	—		ROHR REQUESTED
APPROVED	R. Ahern	6/20	NONE NO PARTS MACHINED PROD. INFO.
APPROVED	Eis		

REASON: HOLE LOCATION IN FITTING IS NOT IN AGREEMENT WITH GEOMETRY OF CASCADE & STRUT ASSYS ▶

ISSUE NO.	ADCN	DRAWING NO.	SHT.
ITEM 7812	R1	66-3342	—

CHG. NO. 78

SEC. NO. ALL

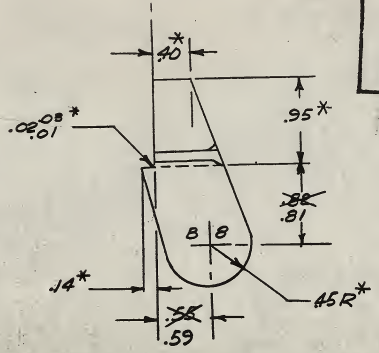
CHG. EFF.

DWG. TITLE: FITTING STRUT ATTACHMENT THRUST REVERSER

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE DIMS. AS SHOWN

▶ (ENGRG ERROR)



APPROVED
Chk'd. By: [signature] Date
Appr d. [signature] Date 7-8-57
Boeing Airp. Co.-Transport Div.

*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-R8

2-7000

REPRODUCIBLE TO IPD ONLY 4-60 IT

MODEL 707
DRAFTED M. PUNCOCH 6-28-57
CHECKED [illegible] 7/3/57
STRESS [illegible]
STANDARDS [illegible]
APPROVED
APPROVED [illegible] 7/9

DWG REC CLK 7-11-57
RELEASE 7-11-57
B/P UNIT 7-11-57
PRODUCTION I.P.D. REQUESTED
PROD INFO
SHOP INFO
DCR No.

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

DRAWING DEPARTURE AUTHORIZATION

THE DWG WLL NOT BE CHANGED

REASON: TO FACILITATE MANUFACTURE

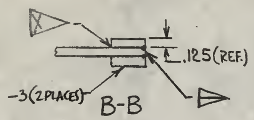
MCR No.
SEC No. 78
ITEM 7812
CHG EFF ALL

BEAM - SUPPORT THRUST REVERSER
DWG TITLE

DDA NO.	DRAWING NO.
2	69-3531

PARTS LIST ZONE	REPLACES	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX.)	MATERIAL	HEAT TREAT	FINISH
			—	~~69-3531~~	~~BEAM~~		~~.30 x 12.18 x 2.02~~			
	69-3531	—	—	69-3531-1	BEAM ASSY OF					
		V	1	-2	BEAM		.06 x 12.2 x 2.02			
		V	2	-3	FLANGE		.125 x .20 x 8.60			

ADDED TO P/L AS SHOWN ABOVE.



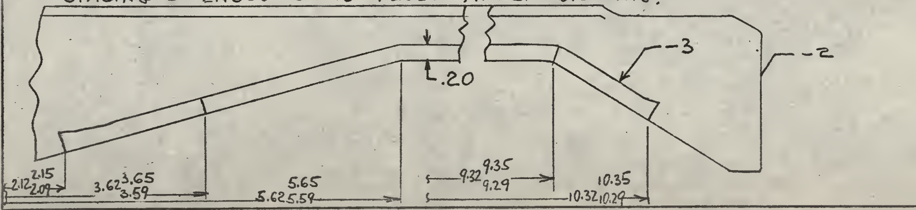
B-B

ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & FLAGNOTES.

A-A

FURNACE BRAZE ALL MATING SURFACES & INSPECT PER AMS 2675A WITH AMS 4775 HEAT RESISTANT BRAZING ALLOY.

TACKWELD (HASTELOY "W" INERT TUNGSTEN ARC) THIS AREA, APPROX. 2" SPACING & ENDS. GRIND FLUSH AFTER BRAZING.



BAC 925 A-R1

POWER PLANT

12-20 4 REF COORD SHT CX10-126

MODEL 707		7-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN		OUTBD STRUT-NACELLE ASSY OF DWG. TITLE
DRAFTED J.P. THOMPSON	6-21-57	7/10/57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN | DRAWING NO. | SHT.
CHECKED J. RASNACK	6-27-57	7-10- B/P GROUP	☐ DEVIATION ☐ VARIATION	95000 CHG. NO.	6 | 5-85627 | 1A 55
STRESS		WATANABE 6-3060 REQUESTED	REASON: REVERSE THRUST	74 SEC. NO.	7 | 5-85627 | 2A 55
APPROVED H. Larson	7/2/57		CONTROL INSTL INTERFERENCE	1-199	
APPROVED		P PROD. INFO.	REF COORD SHT CX10-126	301-1999 CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	5-85627 -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
33		✓	~~7~~ 6	AN3-3A	BOLT						
41		✓	~~7~~ 6	6800-02	BOLT RETAINER (BAC-R10G-31)		B				

SHT 1A: CHANGE P/L AS SHOWN ABOVE:

SHT 2A:

ZN B7 VIEW C7 CHANGE CALLOUTS AS SHOWN BELOW:

TYPICAL FOR STA. 145.82, 169.10, 180.55
191.85, 203.45 & ~~210~~

.218 $^{.228}_{.218}$ DIA HOLE
AN 3 - 3A
6800-02
~~(7 PLACES)~~
(6 PLACES)

P COMPLETED ASSEMBLIES SATISFACTORY
PLUG OPEN HOLES WITH 2017-T3 RIVETS ON PARTS ALREADY MADE

AH 7/9/57

				WORK PRESS. PSI		NUMBER / TUBE ASSY	REQD	NUT / END FITTINGS PER TUBE ASSY	SLEEVE	REQD	ZONE / ZONE CODE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENTIFICATION	TYPE ENDS	MIN STOCK LGTH

BAC 834 F-33 6450 7-3-7

7-55 2T

MODEL 707		7-7-10-57 DWG. REC. CLK. 7-7-10-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON		HINGE FITTING CLAMSHELL DOOR THRUST REV.
DRAFTED M. PUNCOCH	6-27-57	RELEASE 7-10-57 MB	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO.	DWG. TITLE
CHECKED Fronsdahl	7/3/57	B/P GROUP PEARSON	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO. 7815	ADCN 1 / DRAWING NO. 65-6394 / SHT. –
STRESS W. [illegible]	7/5/57	REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 78	
STANDARDS [illegible]			REASON: FACILITATE PROCUREMENT		
APPROVED [illegible]	7/4	PROD. INFO.		CHG. EFF. ALL	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		–	65-6394-1	HINGE FITTING		1.5 × 11.0 × 5.0	1		F-8.05	R

ADD STOCK SIZE & FLAG AS SHOWN.

CHANGE FLAGNOTE AS SHOWN BELOW:

1 N-155 CORROSION RESISTANT STEEL BAR PER AMS 5768 B. OPTIONAL HASTELLOY 'X' PLATE PER AMS 5536 A.

MATERIAL PURCHASED BY P.R. 218848

			WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
					TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 924 E-R2

7-55 37

MODEL THRUST REVERSER		7-11-57 DWG. REC CLK	
DRAFTED D. KREINER	7-3-7	7-11-57 RELEASE 7-10-57	
CHECKED M. PUNCOCH	7-5-57.	B/P GROUP PEARSON	
STRESS		REQUESTED	
APPROVED			
APPROVED 9/9		PROD. INFO.	

BOEING AIRPLANE COMPANY

ADCN — ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☑ VARIATION

REASON: STRESS RELIEF NOT REQUIRED.

ISSUE NO. A

CHG. NO. ITEM 7813

SEC. NO. 78

CHG. EFF. ALL

DWG. TITLE SLEEVE DOOR-THRUST REVERSER, ASSY OF

ADCN	DRAWING NO.	SHT.
1	65-4290	1

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		–	65-4290	SLEEVE DOOR, ASSY OF	C4			~~6~~		

NOTE: CHANGE P/L AS SHOWN ABOVE.
DELETE RELIEF NOTE AS SHOWN BELOW.

~~6 STRESS RELEIF AFTER ASSY...... & AIR COOL.~~

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R9

2-7000

7-55 27

MODEL 707 | 7-5-57 DWG REC CLK
DRAFTED AL FREEMAN 6-26-57
CHECKED M. PUNCOCH 7-5-57 | E R GROUP
STRESS — | PEARSON REQUESTED
APPROVED [illegible]
APPROVED [illegible] 7/9
PROD. INFO.

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☑ VARIATION

REASON:

ENGR ERROR

ISSUE NO: ITEM 7811
CHG. NO.
SEC. NO. 78
CHG. EFF.

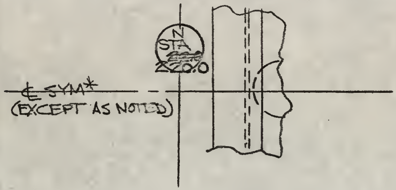
STRUT, EXHAUST PLUG, ASSY OF
DWG TITLE

ADCN	DRAWING NO.	SHT.
1	65-4286	2

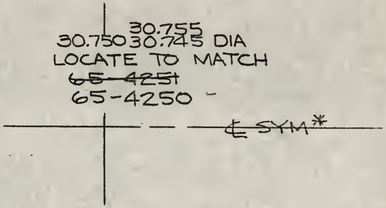
A
D
C
N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

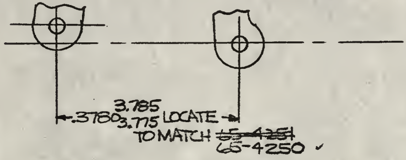
IN ZONE B4 CHANGE PICTURE AS SHOWN:



IN ZONE B5 CHANGE CALLOUT AS SHOWN:



IN ZONE A4 CHANGE CALLOUT AS SHOWN:



*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

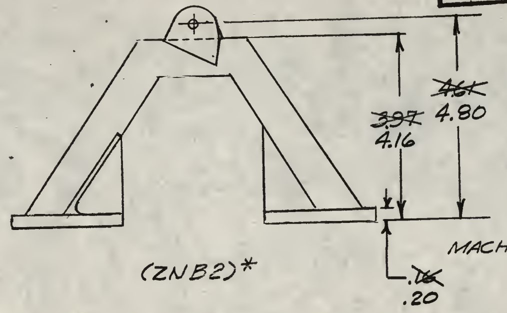
7-55 . 27 REPRODUCIBLE TO IPD & ROHR

MODEL 707-120		7-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN) THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	A ISSUE NO.	"A" FRAME CLAMSHELL SUPPORT THRUST REVERSER DWG. TITLE		
DRAFTED EIS	6-19-57	7-10-57 RELEASE	☐ DEVIATION ☒ VARIATION	ITEM 7816 CHG. NO.	ADCN R2	DRAWING NO. 65-4268	SHT. —
CHECKED E. White		7-10-57 B/P GROUP	REASON: MACHINE DIMS DO NOT PERMIT CORRECT LOCATION OF CLAMSHELL SUPPORT BEAMS.	78 SEC. NO.			
STRESS		ROHR REQUESTED		ALL			
APPROVED R Ahern	6/20	NONE NO PARTS MACHINED PROD. INFO.		CHG. EFF.			
APPROVED	6/20						

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN B2, REVISE DIMS AS SHOWN

APPROVED
Chkd. By: ... Date:
Appr'd. By: ... Date: 7/1/7
Boeing Airp. Co.-Transport Div.



*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-7000

BAC 924 C-R5

7-53 2T

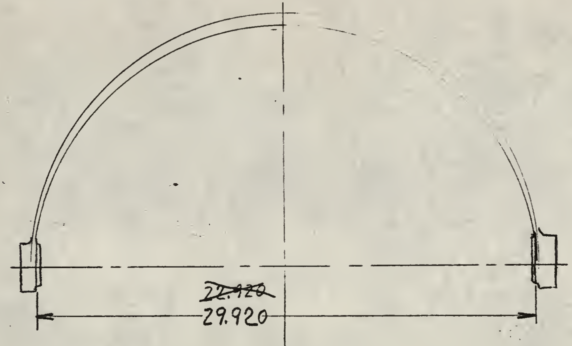
MODEL 707		7-7-10-57 DWG. REC. CLK.	**BOEING AIRPLANE COMPANY** SEATTLE 14, WASHINGTON
DRAFTED M. PUNCOCH	6-27-57	JC 7-10-57 RELEASE	**ADVANCE DRAWING CHANGE NOTICE**
CHECKED Frondall	7/3/57	7-10-57MB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION
STRESS ———		PEARSON REQUESTED	REASON: DWG. ERROR
STANDARDS			
APPROVED EN 7/9		PROD. INFO.	

ISSUE NO.	CLAMSHELL INSTALLATION THRUST REVERSER DWG. TITLE			
	ADCN	DRAWING NO.	SHT.	
CHG. NO. 7815	2	65-4253	-	
SEC. NO. 78				
CHG. EFF. ALL				

A D C N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE DIM. AS SHOWN:



REAR VIEW

			WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
					TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

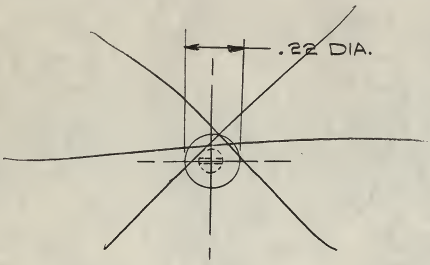
BAC 224 E-R2

CONTROLS 5-56 1.T

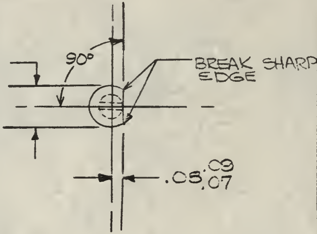
MODEL 707		DWG. REC. CLK ETN 6-25-57	BOEING AIRPLANE COMPANY	A (ISSUE NO.)	SPECIAL RIVET CONTROL REVERSE THRUST (DWG. TITLE)		A D C N
DRAFTED SCHNELLE	6/7/7	RELEASE ETN 6/25/57	ADCN ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN	DRAWING NO.	SHT
CHECKED [signature]	6/12/7	6-25 57CE B-P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 95000 CHG. NO.	1	63-1440	1
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION	SEC NO. 51			
APPROVED		P PROD. INFO.	REASON: INTERFERENCE WITH MATING PARTS	1-1999			
APPROVED Baily 6-19-57				CHG EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHG VIEW AS SHOWN BELOW-



TO READ



P

R ELR # 179284 IRON FIREMAN

6/22

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

7-5-) IT NOT PROCESS

MODEL 707-120		7-3-57 DWG. REC. CLK.	
DRAFTED E.WHITE	6/20/57	RX 7/3/57 RELEASE 7-3-7 CF	
CHECKED E/S	6/20/57	B/P GROUP	
STRESS —		ROHR REQUESTED	
APPROVED			
APPROVED	6/20/57	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: DIMENSION OMITTED (ENGRG ERROR)

ISSUE NO. ITEM 7812

CHG. NO. 78

SEC. NO. ALL

CHG. EFF.

DWG. TITLE: BEAM - SUPPORT · THRUST REVERSER

ADCN	DRAWING NO.	SHT.
R-1	69-3533	-

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX NET)	MATERIAL	HEAT TREAT	FINISH	P

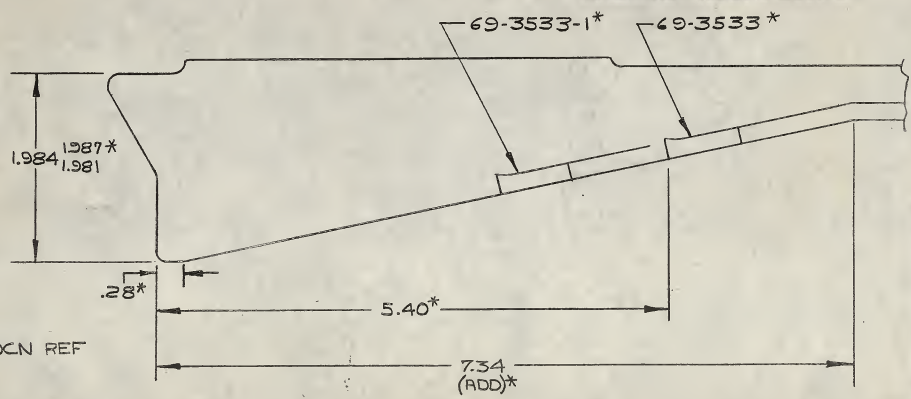
APPROVED

Chkd. By: PUNCOCH Date 6-28-57

Approved By: Date 7-2-57

Boeing Airp. Co.-Transport Div.

ADD DIMENSION AS SHOWN BELOW.



* ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

7-50

NOT PROCESS . IT.

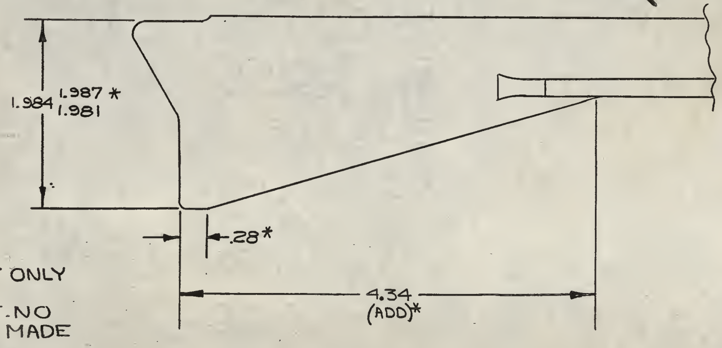
MODEL 707-120		7-3-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		BEAM-SUPPORT THRUST REVERSER DWG. TITLE
DRAFTED E. WHITE	6/20/57	RYL 7/3/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	
CHECKED E-15	6/20/57	7-3-7 CP B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 7812 CHG. NO.	ADCN R-1 · DRAWING NO. 69-3530 · SHT. —
STRESS —		LOFT REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 78	
APPROVED Ahern	6/20		REASON: DIMENSION OMITTED.	ALL	
APPROVED		PROD. INFO.	(ENGRG ERROR)	CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD DIMENSION AS SHOWN BELOW.

APPROVED
Chkd. By: [signature] Date 7-1-7
Appr'd. By: [signature] Date ——
Boeing Airp. Co.-Transport Div.



* ADCN REF ONLY

NONE. NO PARTS MADE

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000 23

1

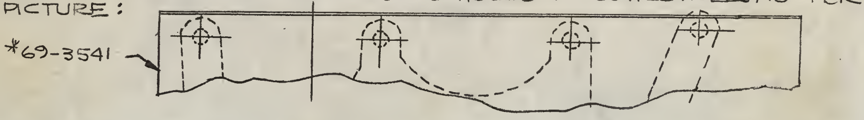
7-58 IT

MODEL 707		7-3-57 DWG REC CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE		EXHAUST PLUG INSTALLATION DWG TITLE		
DRAFTED AL FREEMAN	6/28/57	RK 7/3/57 RELEASE 7-3-7 CP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN	DRAWING NO	SHT
CHECKED D.C.K.	7/2/7	B/P GROUP	☐ DEVIATION ☑ VARIATION	ITEM 7811 CHG. NO.	2	65-3617	2
STRESS —		PEARSON REQUESTED	REASON:	SEC. NO.			
APPROVED [signature]	7-2-7		ENGR ERROR				
APPROVED		PROD. INFO.		CHG. EFF.			

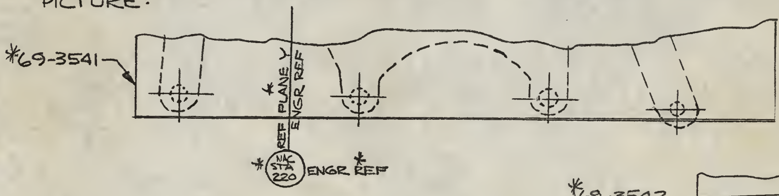
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

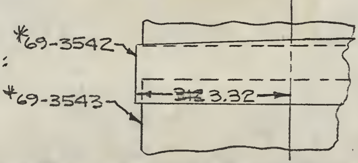
IN ZONE D6 ON 69-3541 CHANGE SOLID HOLES TO DOTTED HOLES AS PER PICTURE:



IN ZONE A6 ON 69-3541 CHANGE SOLID HOLES TO DOTTED HOLES AS PER PICTURE:



IN ZONE A6 CHANGE DIMENSION AS SHOWN:



* ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

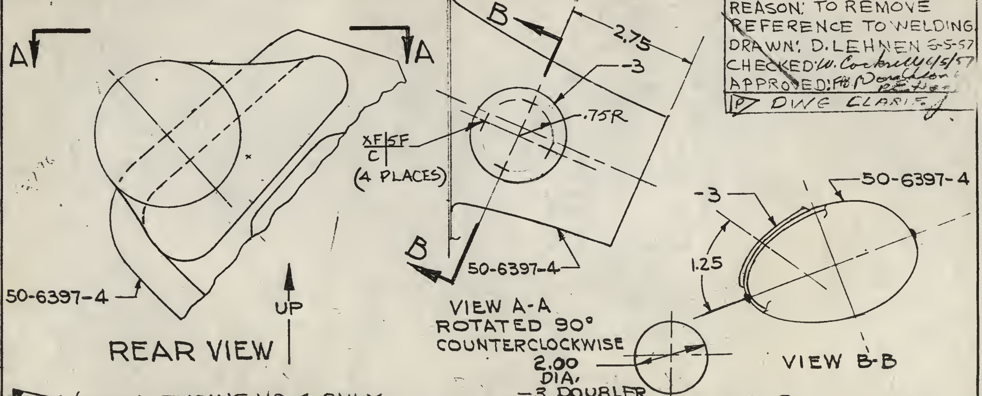
2-78 11

FLIGHT TEST MODEL 707	7-2-57 DWG REC CLK	BOEING AIRPLANE COMPANY		DUCT-ALTERNATOR COOLING, ASSY OF (DWG TITLE)
4-22-57 DRAFTED F.H.STARR	EXH 7/3/57 RELEASE	DRAWING DEPARTURE AUTHORIZATION	ISSUE No.	DDA No. / DRAWING No.
CHECKED B.MISHEL 4-23-57	7-5-7 B/P GROUP	THE DWG WILL NOT BE CHANGED	19980 CHG. No.	~~1 50-6397~~
STRESS E.B.Keefer 5-21-7	2-7933-4 REQUESTED	REASON: TO PROVIDE DUCT WITH DOUBLER FOR MOUNTING TOTAL PRESSURE PICKUP INSTL PER F.T. DWG. 29-5463 ON ENGINE NO. 4	SEC. No. 71	2 50-6397
APPROVED	PROD INFO P			
APPROVED Wonnacott 5/24	SHOP INFO			
APPROVED 5-24	ELR OR DCR		CHG EFF	

PARTS LIST ZONE	REPLACES	50-6397 -4	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
ADD TO P/L		✓	1	-3	DOUBLER		.081×1.5×1.5	6061-T4 BARE SHT QQ-A-327 T4 TEMP	(2)		R
AS SHOWN		-	1	-4	DUCT - ASSY OF		MAKE FROM 50-6397				R

ADD DOUBLER TO DUCT AS SHOWN

ADVANCE COPIES ONLY
REPLACES DDA# 1
REASON: TO REMOVE REFERENCE TO WELDING.
DRAWN: D. LEHNEN 6-5-57
CHECKED: W. Cockrell 6/5/57
APPROVED: F.B. Wonnacott
P DWG CLARIF.



A/P 0001 ENGINE NO. 4 ONLY
P PRODUCTION PLANNING AFFECTED. SEE DDA#6 DWG 5-85655 SHT 1A
PART MARKING PER BAC 5307.
R RUBBER STAMP PART NUMBER, LOCATION OPTIONAL F-2.30 (2)

AP 5/29

SP 6-4510 5-27-7 9 Carl 6-4510 6/20/7 (2)

5-70

MODEL 707		7-2-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		BRACKET - TURBINE INLET DUCT, TURBO COMP. DWG. TITLE	
G HARWOOD DRAFTED	6-18	7-2-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN / DRAWING NO. / SHT.	
CHECKED F. McDONOUGH	6/18/57	7-2-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	PRR 95000 CHG. NO.	1 / 69-3167 / -	
STRESS J. C. Brook	6-19-57	DONALDSON 6-7000 REQUESTED	REASON: TO CALL OUT REQ'D HOLE SIZE (ENGR ERROR)	SEC. NO. 76		
APPROVED		REWORK EXISTING PARTS PROD. INFO.		1-199		
Donaldson APPROVED	6/20			301-1999 CHG. EFF.		

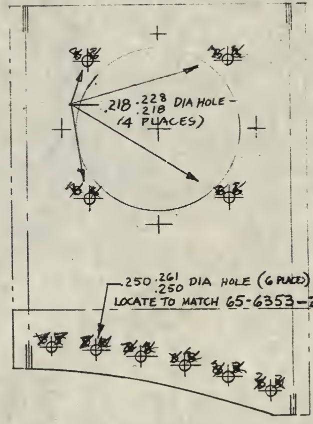
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REMOVE FROM GENERAL NOTES & REVISE HOLE CALL-OUT AS SHOWN BELOW

B/8 HOLE LOCATION FOR 1/4 DIA BOLT

B/9 HOLE LOCATION FOR 3/16 DIA BOLT



1

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C R5 — 6450 6/21/7 — 4/28/7 — 2-7000

POWER PLANT

3-60 IT

MODEL KC-135		7-10-52 DWG. REC CLK	BOEING AIRPLANE COMPANY	
Y. SCHUMACHER DRAFTED	7-5-7	RR 7/11/57 RELEASE 7-11-57EC.	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. 5FT 8027
CHECKED W. H. Weed	7/5/7	S/P GROUP 6-7000	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO. 76
STRESS		KUSE REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO.
APPROVED W.B. Kuse	7-8	P	REASON: TO ALLOW INSTALLATION OF PUMP ON APL #3 IN LIEU OF APL #1	
APPROVED		PROD. INFO.		553120 ONLY CHG. EFF.

DWG. TITLE: PUMP INSTL-HYDRAULIC J57-P29W ENGINE ENG No 2 (TESTO...

ADCN	DRAWING NO.	SHT.
1	65-3976	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

P ANY PARTS FABRICATED FOR APL. 55-3118 MAY BE USED ON APL. 55-3120.

REVISE TAB BLOCK AS SHOWN BELOW

WM 7-9-7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
76	1	D6-1029	KC-135	55-3120 ONLY	65-3976		
~~76~~	~~1~~	~~D6-1029~~	~~KC135~~	~~55-3118 ONLY~~	~~65-3976~~		

BAC 924 C-R5

2-7000

2-60 IT NOT PROCESS.

MODEL 707		DWG. REC. CLK. 7-3-57	
DRAFTED CW HULL	5/17/57	RELEASE 7-3-57	
CHECKED H. DARTON	5/17/57	B/P GROUP	
STRESS M. Eardale	5/17/57	ROHR 4-1395 REQUESTED	
APPROVED			
APPROVED F. Burkhart	5/20/57	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO ELIMINATE INTERFERENCE WITH RIVETS ON ASSY (ENG'RG ERROR)

ISSUE NO.	A
CHG. NO.	ITEM 77810
SEC. NO.	76
CHG. EFF.	1 THRU 199 301 THRU 1999

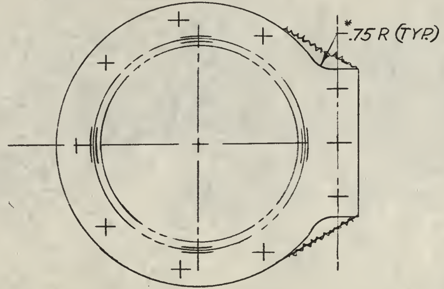
DWG. TITLE FLANGE INBOARD STRUT T.A.I. DUCT SEAL.

ADCN	DRAWING NO.	SHT.
R1-1	66-1654	-

A D C N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DWG AS SHOWN BELOW.



*ADCN REF ONLY

[P] REWORK EXISTING PARTS & ASSEMBLIES NOT INSTALLED.

KC135 NOT AFFECTED.

BAC RELEASED ☐ KC-135 ☐ CANCELED ☐ 707
CHECKED Blakeslee 7/8/57
CHECKED
APPROV'D H. Larsen 6/26/57

581-529

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

4-77 / / NOT PROCESS

MODEL 707		7-17-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	DUCT-LOWER EXIT ALTERNATOR COOLING
DRAFTED B HOCKETT	6/19/57	7/18/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	DWG. TITLE AIR, ASSY OF
CHECKED DARTON	6/19/57	B/P GROUP ROHR 4-1496 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	ADCN R,-2 · DRAWING NO. 69-2451 · SHT. —
STRESS	6/20/57	PROD. INFO.	REASON: CLOSE PROXIMITY OF SHRINK FLANGE TO STRETCH FLANGE MAKES PART EXTREMELY DIFFICULT TO FORM (ENGR ERROR)	ISSUE NO. PRR 95000 · CHG. NO. 76 · SEC. NO. 1 THRU 199, 301 THRU 1999 CHG. EFF.
APPROVED				
APPROVED	6/20/57			

ADCN

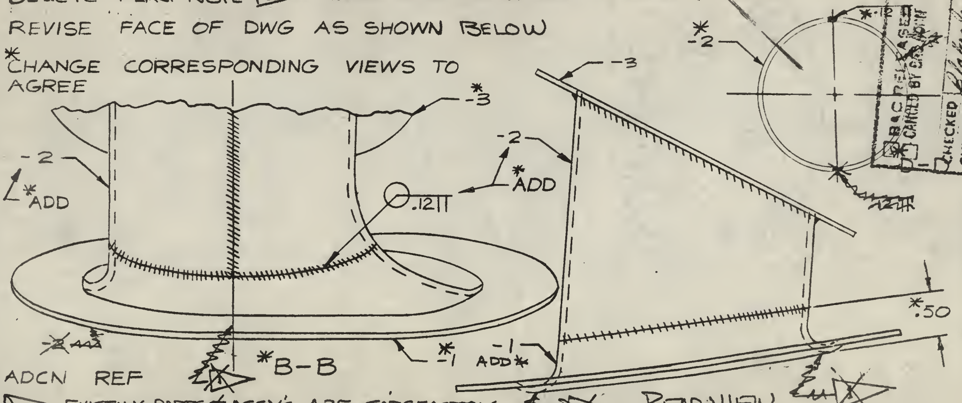
PARTS LIST ZONE	REPLACES	69-2451	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
2				-1	DUCT SECTION	—	~~.040X4.0X10.0~~ .040X5.0X6.0	2	—	F-2.10	R
3				-2	DUCT SECTION	—	~~.040X4.0X9.0~~ .040X5.0X8.0	2	—	F-2.10	R

REVISE PARTS LIST AS SHOWN ABOVE

DELETE FLAG NOTE 1 ~~GRIND WELD FLUSH WITH CONTOUR~~

REVISE FACE OF DWG AS SHOWN BELOW

*CHANGE CORRESPONDING VIEWS TO AGREE



* ADCN REF

EXISTING PARTS & ASSY'S ARE SATISFACTORY WITHOUT REWORK

KC-135 NOT AFFECTED

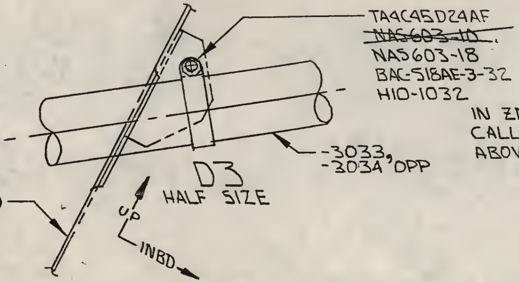
AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS · Type 7/15/7 · 2-7000

MODEL 707		DWG. REC. CLK	ADVANCE DRAWING CHANGE NOTICE		DWG. TITLE FUEL SEC 22		
DRAFTED BOB D. WILLIAMS	7-3-7	RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. ITEM 95000	ADCN	DRAWING NO.	SHT.
CHECKED E. R. Seeling	7-3-57	7-17-57 MB B/P GROUP WHITING 6-3060	☐ DEVIATION ☐ VARIATION	CHG. NO.	16	5-86584	1A
STRESS		REQUESTED	REASON: TO PREVENT TUBE FROM RIDING IN CUT-OUT	SEC. NO. 22	14	5-86584	2A
APPROVED							
APPROVED	7-5-7	PROD. INFO.		CHG. EFF. 1-1999			

PARTS LIST ZONE	REPLACES	-3002	-3001	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
46		X ✓	X ✓	~~46~~ 45	NAS603-10	SCREW	B3 2A					
	NAS603-10	✓	✓	1	NAS603-18	SCREW	D3 2A					
	NEW	✓	✓	1	BAC-S18AE-3-32	SPACER-BONDING	D3 2A					

ON SHT 1A, CHG P/L AS SHOWN ABOVE



D3
HALF SIZE

IN ZN D3, SHT 2A, CHG CALLOUT AS SHOWN AT ABOVE LEFT

▷ AIRPLANE 001 IN ACCORD
REWORK A/P 2 & ON

AIRP. SEC.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO

7-5-7

2-7000

5-63 / NOT PROCESS

MODEL 707		7-17-57 DWG. REC CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN		SUPPORT BRACKET-DRAIN TANK, COMBUSTION CHAMBER DWG. TITLE	
M.R. MATTESON DRAFTED	6/18/57	7-17-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN	DRAWING NO / SHT.
CHECKED	6/18/57	B/P GROUP ROHR 4-1500 REQUESTED	☐ DEVIATION ☒ VARIATION	PRR 95000 CHG. NO.	R1-1	63-1822 / —
STRESS	6/19/57		REASON: BENDUP INFO. CAUSES PART TO BE FORMED INCORRECTLY RELATIVE TO ADJACENT STRUCTURE (ENGRG ERROR)	76 SEC. NO.		
APPROVED		P PROD. INFO.		1 THRU 199, 301 THRU 1999 CHG. EFF.		
APPROVED	6/19/57					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE BEND CALLOUT AS SHOWN:

B ~~DR~~ DN 90° x .09R
℄ BEND

☑ S.A.C. REL'S'D ☐ KC-135
☐ CANC'LD BY THIS ADCN ☐ 707
CHECKED 7/16/57
APPROVED 7/16/57

585-1816

P EXISTING PARTS MAY BE USED BY REMOVING AS APPLICABLE -2 & STAMPING -1 & REMOVING -1 & STAMPING -2.

KC-135 NOT AFFECTED.

HP 7/16

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO

BAC 924 C-R5 2-7000

4-79 1T

MODEL 707		D7 6-25-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE	B	PLUMBING INSTL OUTBD NAC STRUT
DRAFTED S. Berry	6-18-7	gm 6-26-57 RELEASE 6-26-57CB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. PRR 10797	DWG. TITLE
CHECKED Dandenhush Hugg	6-18-7	B/P GROUP AIR COND	☐ DEVIATION ☒ VARIATION	CHG. NO.	ADCN 5 / DRAWING NO. 50-5548 / SHT. 1
STRESS		REQUESTED	REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM PRESSURE SOURCE	SEC. NO. 79	
APPROVED EJT 6/18					
APPROVED Donaldson 6/19		PROD. INFO.		1-199 & 301-1999 CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	✓	✓	1	MS21913D10	PLUG						
	NEW	✓	✓	✓	✓	1	150701-10	PACKING O-RING (BAC P11K-10)			STILLMAN RUBBER CO CULVER CITY, CAL. (OR EQU)			

ADD TO P/L AS SHOWN

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

RRC 4/22/1 2-7000

MODEL 707		7 6-25-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE
DRAFTED S. Berry	6/11/7	6-26-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED	6/11/57	6-27-57 B/P GROUP	☐ DEVIATION ☒ VARIATION
EJJ	6/12	AIR COND REQUESTED	REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM PR
APPROVED Donaldson 6/19			
APPROVED Donaldson 6/19		PROD. INFO.	

ISSUE NO. A — PRR 10747 CHG. NO. — SEC. NO. 77 — 1-1334 301- CHG. EFF. 1399

DWG. TITLE: PLUMBING INSTL INBOARD NACELLE STRUT

ADCN	DRAWING NO.	SHT
6	50-5547	1

CABIN PRESSURIZATION

SEE ADCN 7 FOR REST OF THIS CHANGE.

PARTS LIST ZONE	REPLACES	-3	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
NEW		✓	✓	2	MS21908D10	ELBOW-F.T., BH. 90°						
		✓	✓	2	MS21907D10	ELBOW-FT, BH. 45°						
		✓	✓	7	AN960-1416L	WASHER						
		✓	✓	1	C-9523-163	FLEXIBLE TUBE ASSY			▷			
		✓	✓	4	AN924-10D	NUT-JAM						
		✓	✓	1	82626CS-24	CLAMP TUBE SUPPORT (BAC-C10BH-24A)			▷			
		✓	✓	3	82626CS-10	CLAMP-TUBE SUPPORT (BAC-C10BH-10A)			▷			
		✓	✓	1	H10-1032	NUT (BAC-N10BY-53)			▷			
		✓	✓	1	82626CS-20	CLAMP (BAC-C10BH-20A)			▷			
		✓	✓	3	AN520-10R8	SCREW-MACHINE						
NEW		✓	✓	1	150701-10	PACKING-O-RING (BAC P11K-10)			▷			

ADD TO GENERAL NOTES — ADD TO P/L AS SHOWN

▷ KAYNAR CO. Bx 2001 TERMINAL ANNEX, LOS ANGELES 54, CALIF

▷ AVICA CO., NEWPORT, R.I.

▷ ADEL DIVISION, GENERAL METALS CORP, 10777 VAN OWEN ST, BURBANK CALIF. (OR EQV)

▷ STILLMAN RUBBER CO.: 5811 MARILYN AVE, CULVER CITY, CALIF (OR EQV)

WORK PRESS. PSI	NUMBER TUBE ASSY	REQD	NUT / SLEEVE END FITTINGS PER TUBE ASSY	REQD	ZONE SHT ZONE CODE	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH

BAC 924 E-R3

5-85 1 T

MODEL 707		DJ 6-25-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE	A ISSUE NO.
DRAFTED S. Berry	6/11/7	mm 6-26-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10747 CHG. NO.
CHECKED [signature]	6/11/7	6-27-57 CB B/P GROUP	☐ DEVIATION ☒ VARIATION	SEC. NO. 77
[signature]	6/12	AIR COND REQUESTED	REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM	
APPROVED Donaldson 6/19				
APPROVED Donaldson 6/18		PROD. INFO.		1-1998 301- CHG. EFF. 1999

DWG. TITLE PLUMBING INSTL INBOARD NACELLE STRUT

ADCN	DRAWING NO.	SHT
7	50-5547	1

ADCN

PARTS LIST ZONE	REPLACES	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓		✓		1	MS21913D10	PLUG						
	NEW	✓		✓		1	150701-10	"O" RING PACKING (BAC P11K-10)			STILLMAN RUBBER CO CULVER CITY, CAILF (OR EQUIV.)			

CHANGE P/L AS SHOWN ABOVE.

SEE ADCN 6 FOR REST OF THIS CHANGE

ADD TO TUBE ASSY AS SHOWN

-4	-3	-2	-1	WORK PRESS. PSI		TUBE ASSY NUMBER	REQD	END FITTINGS PER TUBE ASSY NUT	SLEEVE	REQD	ZONE SHT	ZONE CODE	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENTIFICATION	TYPE ENDS	MIN STOCK LGTH
	✓		✓	50		-57	2	MS21921D10	MS-21922-10	2			.625	.035	4			BAC-T11AA-C2	I	
	✓		✓	50		-56	2	MS21921D10	MS-21922-10	2			.625	.035	4			BAC-T11AA-C2	I	

BAC 924 E-R3

5-75 , T

MODEL 707		707-2-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN	A ISSUE NO.	DUCT - LOW PRESS. ENG. BLEED ASSY OF DWG. TITLE			A D C N
G. HARWOOD DRAFTED	6/19/57	707-2-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN		ADCN	DRAWING NO.	SHT.	
CHECKED F.M. DONOUGH	6/19/57	7-2-57CB B/P GROUP	☐ DEVIATION ☐ VARIATION	PRR 95000 CHG. NO.	2	65-3632	-	
STRESS J. C. Brook	6-19-57	P. DONALDSON 6-7000 REQUESTED	REASON: TO CHANGE HOLE	76 SEC. NO.				
ETH APPROVED			TOLERANCE FROM CLASS III	1-199				
Donaldson APPROVED	6/20	PROD. INFO.	TO CLASS II (STRESS REQUEST)	301-1999 CHG. EFF.				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN VIEW D3, ZONE D2; CHANGE CALLOUT AS SHOWN:

~~.281 $\frac{.307}{.281}$ DIA HOLE~~
~~(4 PLACES)~~

.250 $\frac{.261}{.250}$ DIA HOLE
LOCATE TO MATCH
65-6353-2
(4 PLACES)

ANY EXISTING PARTS MAY BE USED AS IS.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 DJ 6450 6/21/7 2-7000

6-19. 2T

MODEL 707		DWG. REC CLK 6-20-57	BOEING AIRPLANE COMPANY
DRAFTED HAMILTON	6-6	RELEASE 6-20-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED HESTALL	6-7-57	B/P GROUP PATTERSON 6-3060	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED	6-8-7		REASON: SWITCH OVERLOADED Y*
APPROVED	6/5	PROD. INFO.	SWITCH INTERFERENCE X*

ADCN

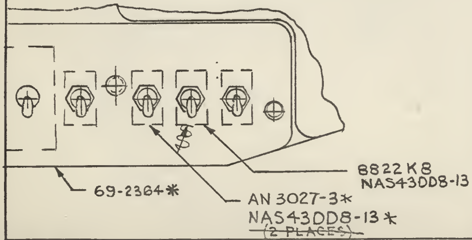
ISSUE NO.	DWG. TITLE PANEL INSTL- OVERHEAD PILOTS'		
	ADCN	DRAWING NO.	SHT.
AS NOTED CHG. NO.	13	50-5554	1
SEC. NO. 52	13	50-5554	2
1-THRU199			
CHG. EFF.			

PARTS LIST ZONE	REPLACES	50-5554 A	50-5554 B	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
32-1		✓ X	✓ X	2 / 1 2	AN3027-3	SWITCH X*	$A4_2$					
	AN3027-3		✓	1	8822K8	SWITCH X*	$A4_2$	CUTLER-HAMMER INC MILWAUKEE 1, WIS.				
47-1		✓ X	✓ X	7 / 6 7	MS25068-3	SWITCH Y*	$B5_2$					
30-1	MS25068-3	✓ X	✓ X	7 7 / 7 6	AN3021-3	SWITCH Y*	$A4_2$					

SHT 1 CHANGE P/L PER ABOVE — REPLACE EXISTING PARTS INSTALLED

X* PRR 10755

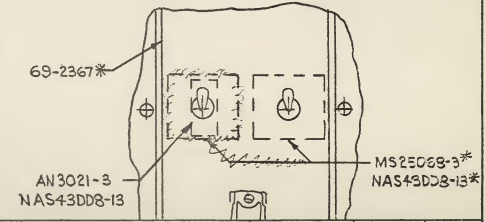
SHT2 ZN A4 CHANGE CALL OUTS AS SHOWN



Y* PRR 10767

* ADCN REF ONLY

SHT2 ZN C4 CHANGE CALL OUTS AS SHOWN



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 — 6-18-7 — 2-7000

3-20 4T

ADCN 52 51

MODEL 707		7-18-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	A	A.C. GENERATOR & CONST SPEED DRIVE
DRAFTED P.H. Corser	7-12-57	SW 7-22-57 RELEASE 7-22-57	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO.	DWG. TITLE
CHECKED Hinemann	7/12/57	B/P GROUP 6-7000	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10731 CHG. NO.	ADCN 7 — DRAWING NO. 50-9750 — SHT. 1
STRESS		REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 76	ADCN 6 — DRAWING NO. 50-9750 — SHT. 2
APPROVED Donaldson	7/12/57		REASON: TO PROVIDE CLEARANCE FOR LATCH HOUSING ON L.H. COWL PANEL	1-199	
APPROVED		PROD. INFO.		301-1999 CHG. EFF.	

PARTS LIST ZONE	REPLACES	-1	50-9750	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
42		~~✓~~	~~✓~~	~~2~~	~~MJ-02~~	~~NUT (BAC-N10ET-3)~~	~~10B~~					
42		✓	✓	5	H10 32	NUT (BAC-N10BY-53)	10B		KAYNAR NUT CO OR EQUIV.			
57			~~✓~~	~~1~~	~~5140-97-9~~	~~GASKET O RING (BAC-G10T-9)~~	~~4A~~					
57			✓	1	5140-97-9	GASKET O RING (BAC-G10T-9)	4A		PARKER APP CO. OR EQUIV.			
58		✓	✓	1	66-2975	BRACKET	10B					
41		~~✓~~ ✓	~~✓~~ ✓	~~3~~ 7	AN520-10R10	SCREW	~~10B~~ 8A					
55		~~✓~~	~~✓~~	~~2~~	~~AN364-1032~~	~~NUT~~	~~6A~~					
18		~~✓~~	~~✓~~	~~1~~	~~65-3572 50-7564~~	~~EXIT DUCT~~	~~8A~~					
18		▷	▷	1 ▷	65-3572-3000	EXIT DUCT-ASSY OF	8A					
59		✓	✓	1 ▷	65-5890-3000	EXIT DUCT-ASSY OF	8A					

CHANGE P/L AS ABOVE AND ADD
66-2975 BRKT TO PICTURE

ADCN 7 CANCELS ADCN 6 SHT 1
ADCN 6 CANCELS ADCN 5 SHT 2

IN ZN A6 CHANGE: ~~AN3-3A~~ ~~AN364-1032~~ TO AN3-3A H10-1032

IN ZN A8 CHANGE: ~~AN960-10L~~ (~~2 PLACES~~) AN960-10L (2 PLACES)

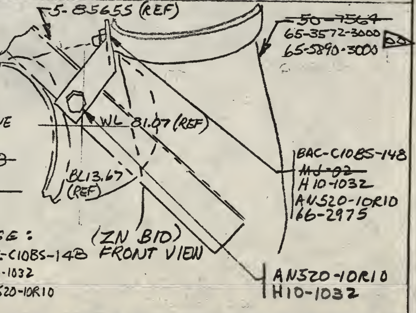
~~50-7564~~ TO 65-3572-3000 ▷00 65-5890-3000

IN ZN A7 REMOVE CALLOUT: ~~BAC-C10BS-148~~ ~~MJ-02~~ ~~AN520-10R10~~

ZN A8 ADD: 66-2975 BRKT & CALLOUT

IN ZN A11 CHANGE: ~~BAC-C10BS-148~~ ~~MJ-02~~ ~~AN520-10R10~~ TO BAC-C10BS-148 H10-1032 AN520-10R10

ADD TO GEN NOTES:
00▷ LIMITED - SEE P/L FOR RELEASE
▷ 65-3572-3000 IS OPTIONAL TO 65-5890-3000
▷ AIRPLANES 1 THRU 6 ONLY



(ZN B10) FRONT VIEW

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

RTPC 7/17/7

2-7000

CONTROLS

5-83 1T

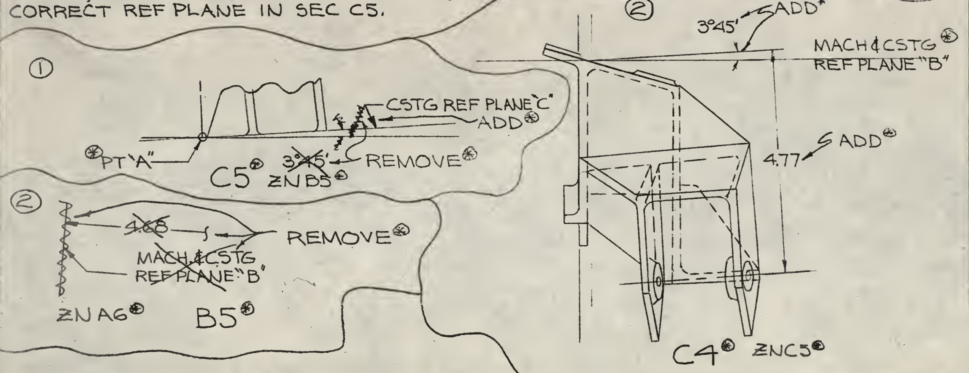
MODEL 707		DWG. REC. CLK 7-19-57	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE — THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	BRACKET-UPPER NO.3 ENGINE CONTROL (DWG. TITLE)
DRAFTED R. ATKINSON 7-11-57		RELEASE 7-19-57	☐ DEVIATION ☒ VARIATION	ISSUE NO. PRR 95000
CHECKED [signature] 7/12/57		B/P GROUP	REASON: ① REVISE MACH. DWG. TO AGREE WITH ADCN 4. ② REF PLANE CANNOT BE ESTABLISHED IN VIEW B5.	CHG. NO. 77
STRESS		REQUESTED R		SEC. NO. SAME AS DWG
APPROVED [signature] 7/12/57		P		CHG. EFF.
APPROVED [signature] 7-13-57		PROD. INFO.		

ADCN	DRAWING NO.	SHT
5	65-2944	7

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHG DWG AS SHOWN: ADD DIMENSION IN SEC C4, REMOVE DIMENSION IN SEC B5, CORRECT REF PLANE IN SEC C5.



R HEATH MFG CO.

P NO PARTS MACHINED

*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

CONTROLS

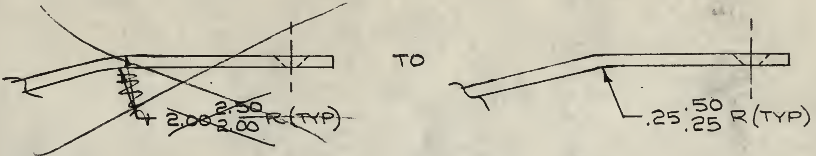
4-64 IT

MODEL 707		DT 7-19-57 DWG. REC CLK	BOEING AIRPLANE COMPANY		ENGINE START HANDLE UPPER MECHANISM
DRAFTED SCHNELLE	7/12/7	9C 7-19-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE CONTROL STAND
CHECKED HEDSTROM	7-13-57	7-19-57 EC B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR CHG. NO. 95000	ADCN 6 · DRAWING NO. 65-1653 · SHT. —
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 51	
APPROVED		P PROD. INFO.	REASON: TO FACILITATE MANUFACTURING OF PARTS	1-1999	
APPROVED Baihly 7-13-57				CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN VIEWS OF -3 & -4 CASTING CHG 2.00/2.50 R AS SHOWN



R IRON FIREMAN TWX 3 DATED 7-5-7

P COMPLETED PARTS SATISFACTORY

AP 7-19-7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

CONTROLS

4-82 1T

A D C N

MODEL 707		7-19-57 DWG. REC. CLK	
DRAFTED SCHNELLE	7/13/7	7-19-57 RELEASE	
CHECKED HEDSTROM	7-13-57	7-19-57 S/P GROUP	
STRESS		R REQUESTED	
APPROVED		P PROD. INFO.	
APPROVED Baisley 7-13-57			

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

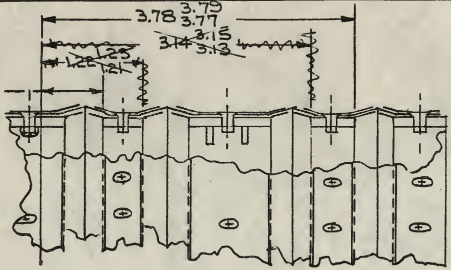
REASON: REDUCE TOLERANCE BUILDUP

	B
ISSUE NO.	
CHG. NO.	PRR 95000
SEC. NO.	51
CHG. EFF.	SAME AS DWG

DWG. TITLE		
FRAME ASSY UPPER MECHANISM CONTROL STAND		
ADCN	DRAWING NO.	SHT.
14	65-1795	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN C11 CHG DIMS & LOCS AS SHOWN—



FRONT VIEW *

R IRON FIREMAN TWX 14 DATED 6-18-7; ELR# 179335 MILLER 6-4400

P PARTS COMPLETED MUST COMPLY

* ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-25

7-17-7 2-7000

4-66 17

MODEL 707		8-19-57 DWG. REC. CLK	
DRAFTED V. LEVACK	7-16-57	8-7-19-57 RELEASE 7-19-57 EC	
CHECKED		B/P UNIT	
STRESS			
APPROVED		REQUESTED	
A D Sudduth APPROVED	7-17-57	PROD. INFO.	

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADCN — ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO BRING TAB BLOCK UP TO DATE

ISSUE NO	PRR 9500
CHG. NO.	
SEC. NO.	51
	NOTED
CHG. EFF.	

DWG. TITLE: KNOB CONTROL LEVER

ADCN	DRAWING NO.	SHT
2	65-2343	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE TAB BLOCK TO READ AS SHOWN

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
51		65-1388	707				

4-71 — IT NOT PROCESS

A D C N

MODEL	707		DWG. REC. CLK 2J7-17-57
DRAFTED	B HOCKETT	6/10/57	RELEASE EZN7/18/57 7-18-57
CHECKED	DARTON	6/19/57	B/P GROUP ROHR 4-1496 REQUESTED
STRESS		6/20/57	
APPROVED			
APPROVED		6/20/57	PROD. INFO.

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: CLOSE PROXIMITY OF SHRINK FLANGE TO STRETCH FLANGE MAKES PART EXTREMELY DIFFICULT TO FORM (ENGR ERROR)

ISSUE NO. PRR 95000

CHG. NO. 76

SEC. NO.

1 THRU 199
301 THRU 1999

CHG. EFF.

DUCT-LOWER EXIT ALTERNATOR COOLING

DWG. TITLE AIR, ASSY OF

ADCN	DRAWING NO.	SHT.
R1-2	69-2451	—

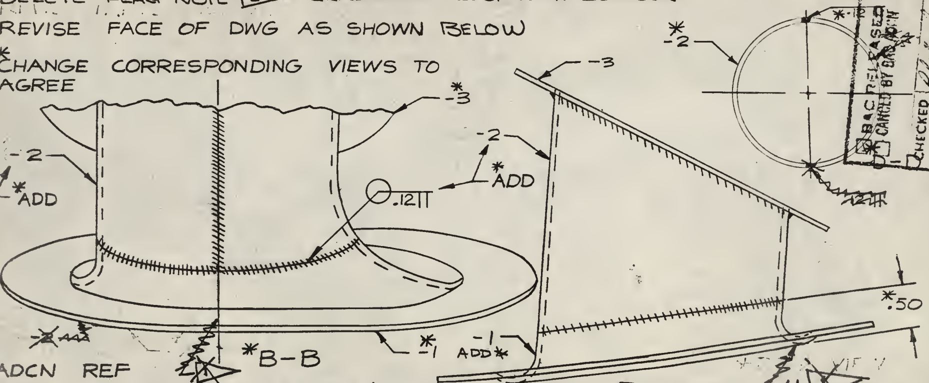
PARTS LIST ZONE	REPLACES	69-2451	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
2				-1	DUCT SECTION	—	~~.040X4.0X10.0~~ .040X5.0X6.0	2	—	F12.10	R
3				-2	DUCT SECTION	—	~~.040X4.0X9.0~~ .040X3.0X8.0	2	—	F13.10	R

REVISE PARTS LIST AS SHOWN ABOVE

DELETE FLAG NOTE 1 ~~GRIND WELD FLUSH WITH CONTOUR~~

REVISE FACE OF DWG AS SHOWN BELOW

*CHANGE CORRESPONDING VIEWS TO AGREE



BAC RELEASED
CANCL'D BY DRG NO
CHECKED
CHECKED
APPROV. D

* ADCN REF

1 EXISTING PARTS & ASSY'S ARE SATISFACTORY WITHOUT REWORK

KC-135 NOT AFFECTED

581-583

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

6-86

MODEL 707 | 277-22-57 OWG. REC. CLK.

DRAFTED STEPANION 6-24-57 | 7-7-22-57 RELEASE

CHECKED A. Fyfe Jr. 6-25-57 | B/P GROUP

STRESS | J. NORMAN REQUESTED

APPROVED 7-12-7 | OPTIONAL METHOD PROD. INFO.

APPROVED

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

REASON: TO ALLOW OPTIONAL METHOD TO FACILITATE MANUFACTURE

A ISSUE NO.

PRR CHG. NO. 95000

SEC. NO. 52

CHG. EFF. 1-1999

EQUIPMENT INSTL-EMERGENCY, CONTROL CAB

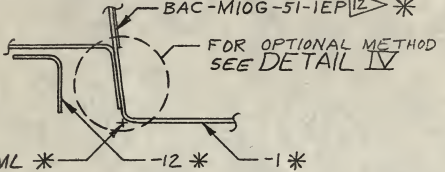
DWG. TITLE

ADCN	DRAWING NO.	SHT.
4	50-9385	2

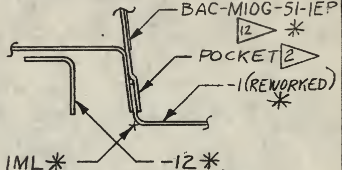
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ZONE (A6) IN VIEW A3 ADD CALLOUT AS SHOWN BELOW.

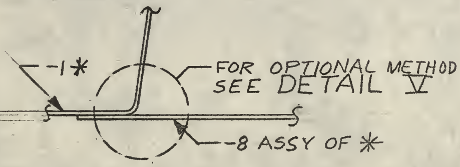


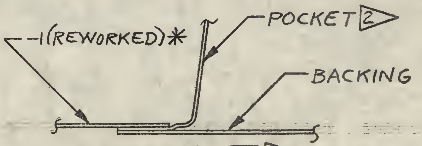
ADD DETAIL VIEW SHOWING OPTIONAL METHOD OF FABRICATION.



DETAIL IV
OPTIONAL METHOD

ZONE (A5) IN VIEW A3 ADD CALLOUT AS SHOWN BELOW





DETAIL V
OPTIONAL METHOD

(SEE ADCN 4 ON SHEET 1 FOR RELATED CHANGE) *

* ADCN REFERENCE ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS 2-7000

4.83 IT

MODEL 707		DWG. REC CLK 7-18-57	**BOEING AIRPLANE COMPANY**
DRAFTED HOPPER	6-7-7	RELEASE 7-22-57	**ADVANCE DRAWING CHANGE NOTICE** (ADCN)
CHECKED [signature]	6-8-7	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION
STRESS		6-7000 REQUESTED	REASON: DUCT AND LATCH HOUSING INTERFERE
APPROVED McDonaldson	6/8/57		
APPROVED BLHage	6-10-7	PROD. INFO.	

ISSUE NO.	
CHG. NO.	PRR 10731
SEC NO.	76
CHG. EFF.	1 THRU 199 & 301 THRU 1999

DWG. TITLE: EXIT DUCT—ALT. COOLING, ASSY OF

ADCN	DRAWING NO.	SHT.
~~3~~	~~65-3572~~	—
5	65-3572	—

A D C N

PARTS LIST ZONE	REPLACES	3000	65-3572	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		—		—	65-3572-3000	EXIT DUCT-ASSY OF					SRF-2.104	
		✓		1	-1	DUCT						
		✓		1	-2	DUCT						

ADD TO P/L AS SHOWN ABOVE
(NOTE:-3000 SAME AS 65-3572.)

REPLACES ADCN 3

REASON: TO RELEASE OPTIONAL PART
DRAWN: P.H. CORSER 7-12-57
CH'D: Heinemann 7-12-57
APP'D: McDonaldson 7-13-57
CHG EFF: 1 THRU 6
PRR 10731

CHANGE TAB BLOCK AS SHOWN BELOW

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
76	~~2~~ X	50-9750	707	OPTIONAL ~~1 THRU 199 & 301 THRU 1999~~	~~65-3572-3000~~	← 5	

BAC 924 C-R5

RMBC 7/17/7 HP 2-7000

8-622T NOT PROCESS

BOEING AIRPLANE COMPANY
ADVANCE DRAWING CHANGE NOTICE (ADCN)

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

MODEL 707-120		9/7-15-57 DWG. REC. CLK.	
DRAFTED EIS	6-21-57	9C 7-15-57 RELEASE	
CHECKED C. White	6/22/57	7-15-57 LE B/P GROUP	
STRESS		ROHR REQUESTED	
APPROVED R. Ahern	6/24	NONE-NO ASSYS MFGD PROD. INFO.	
APPROVED	6/24		

REASON: NUT PLATE INCORRECTLY CALLED OUT. (ENGRG ERROR)

A	ISSUE NO.
ITEM 7813	CHG. NO.
78	SEC. NO.
ALL	CHG. EFF.

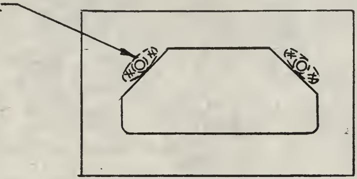
DWG. TITLE: BOX-SLEEVE COOR ASSY OF

ADCN	DRAWING NO.	SHT.
R1	69-3548	—

PARTS LIST ZONE	REPLACES	69-3548	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
I-4	—	✓	2	~~BAC N10LC-A38CP~~	~~NUT PLATE~~						
NEW	BAC N10LC-A38CP	✓	2	70LHA401P-02	NUT-PLATE, FLOATING (BAC-N10LC-A38P)			ELASTIC STOPNUT CORP. OF AMERICA 2330 VAUXHALL RD. UNION, N.J. (OR EQUIVALENT)			

REVISE P/L AS SHOWN ABOVE
REVISE DWG AS SHOWN BELOW

~~BAC-N10LC-A38CP~~
70LHA401P-02
(2 PLACES)



APPROVED
Chkd. By: R. INGOCH Date 7-10-57
Apprvd. By: DWA Date 7-11
Boeing Airp. Co.-Transport Div.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

ELECTRICAL ELR 1799 CX10-135 1-55

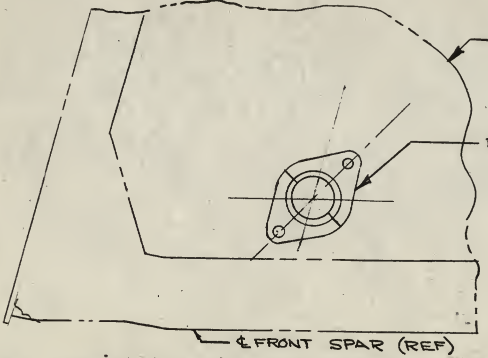
MODEL 707	D1 7-11-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE	SEAL INSTALLATION ELECT., FRONT SPAR DWG. TITLE ST. 107.203
DRAFTED MIGGANTZ 6-22-57	E271/12/57 RELEASE 7-15-57 LB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. IT. 95000
CHECKED Rothenbuhler 6/24/57	B/P GROUP ULRICH 6-3060	☐ DEVIATION ☐ VARIATION	CHG. NO.
STRESS	REQUESTED	REASON: ADDITIONAL WIRE SEALS REQUIRED	SEC. NO. 22
APPROVED			1 THRU 1999
APPROVED [signature] 9/24/7	PROD. INFO.		CHG. EFF.

ADCN	DRAWING NO.	SHT.
~~1~~	~~90-7858~~	~~—~~
2	90-7858	—

ADCN

PARTS LIST ZONE	REPLACES	-2 ②	-1 ②	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	2	BAC-S45A-3	SEAL FITTING-HALF						
	——	✓✗	✓✗	~~28~~ 30	AN515-6R8	SCREW						
	——	✓✗	✓✗	~~28~~ 30	AN960D6L	WASHER						
	——	✓✗	✓✗	~~28~~ 30	H10-632	NUT HEX-LIGHT WEIGHT (BAC-N10BY-506)			▷			

CHANGE P/L AS SHOWN



▷ KAYNAR CO., 820 E.16TH ST. LOS ANGELES 21, CALIF.

IN PICTURE:
ADD TO MAIN VIEW AS SHOWN.

FWD
UP

REPLACES ADCN 1
REASON: WRONG DASH NOS. ON RELEASE COLUMN.
DR'FTED. E.MIGGANTZ 7-2-57
CHKD. Rothenbuhler 7/2/57
APV. [signature] 7-2-7
(ONLY ADV. COPIES RELEASED)

AS SHOWN INSTL. -1
OPPOSITE INSTL. -2

P▷ REWORK EXISTING INSTALLATIONS
SEE ADCN 6 ON 50-8759 SHT 2

WORK PRESS. PSI	NUMBER / TUBE ASSY	REQD	NUT / END FITTINGS PER TUBE ASSY	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENTIFICATION	TYPE ENDS	MIN STOCK LGTH

BAC 924 E-R3 J Baxter 64510 6-24-7 7-2-7

CONTROLS

3-68 1T

MODEL 707		817-16-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY		FRAME ASSY LWR MECHANISM
DRAFTED SCHNELLE	7/6/57	7/16/57 RELEASE 7-16-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE CONTROL STAND
CHECKED L.L. Shaeffer	7/9/57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 95000	ADCN 2
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO.	DRAWING NO. 65-2395
APPROVED W. Miller	7/9/57	P	REASON: PART WAS CANCELLED	SEC. NO. 51	SHT. 4
APPROVED Baihly 7-9-57		PROD. INFO.		1-199	
				CHG. EFF.	

A D C N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE A2 REMOVE ~~65-5919~~

R > ELR # 179336 MILLER 6-4400 (7-2-7) IRON FIREMAN

P > DRAWING CLARIFICATION ONLY - PARTS NOT AFFECTED

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

1- 90 est

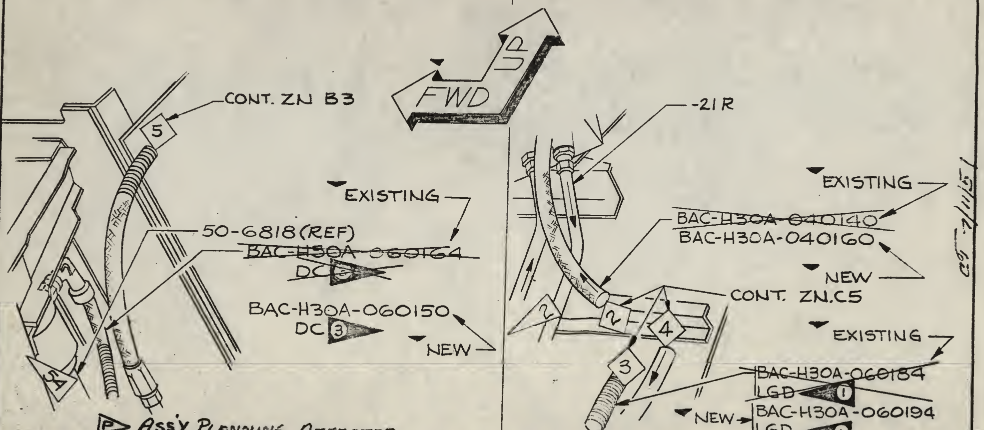
MODEL 707-121		817-16-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE		PROD ILLUS TUBING INSTL SECT 41 DWG. TITLE		
DRAFTED WEAVER	6-26-7	7-7-16-57 RELEASE 7-12-57 EC	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN	DRAWING NO.	SHT.
7-5-57 CHECKED [signature]	6-28-7	B/P GROUP 6-3060 545 REQUESTED	☐ DEVIATION ☒ VARIATION	PRR 95000 CHG. NO.	2	50-2541-5P1	2A1
STRESS			REASON: PRESENT HOSE LENGTHS INADEQUATE	SEC. NO. 41			
APPROVED [signature]		P					
APPROVED ENGRG. [signature] 7-5-7		PROD. INFO.		CHG. EFF. 1-99			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN C7 CHANGE PART CALLOUT AS SHOWN

IN ZN B6 CHANGE PARTS CALLOUT AS SHOWN



P ASS'Y PLANNING AFFECTED

			WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
					TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 924 E-R3 [signature] 64510 7-6-7

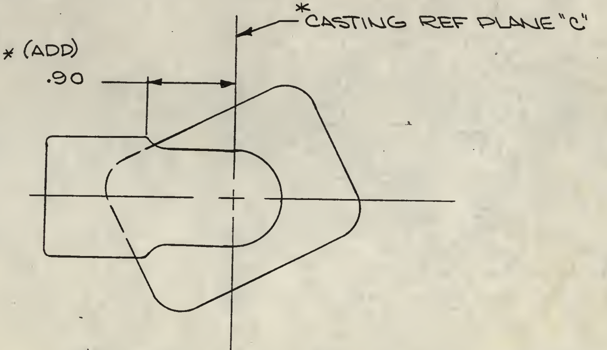
6-62 IT (NOT PROCESS)

MODEL 707		877-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	FITTING-ENGINE, BEARING VENT DWG. TITLE
DRAFTED C. ROSS	6/6/57	JL 7-17-57 RELEASE	☐ DEVIATION ☒ VARIATION	ISSUE NO.
CHECKED DARTON	6/6/57	B/P GROUP ROHR ENGRG REQUESTED	REASON: SHOULDER NOT DEFINED BY DWG	PRR 10267 CHG. NO.
STRESS HECHT	6/7/57			SEC. NO. 76
APPROVED				1 THRU 199
APPROVED [signature]	6/11/57	PROD. INFO.	(ENG'RG ERROR)	301 THRU 1999 CHG. EFF.

ADCN	DRAWING NO.	SHT.
R1-1	65-5383	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD DIM TO DWG AS SHOWN BELOW



☒ BAC RELEASED ☐ ☐ CANC'D BY BAC ADCN ☒ 707
CHECKED [signature] 7/10/57
CHECKED
APPROV. D [signature] 7/12/57

581-245

* ADCN REF

*SAND CASTING
PART NO 65-5383-1 1 2

RWK EXISTING DETAIL PARTS, ASSY'S ARE SATISFACTORY

KC-135 NOT AFFECTED

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

4-6P 1T

MODEL 707		6-24-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	A	BRACKET- FIRE EXT. VALVE, FWD, ASSY OF		
BOB WILLIAMS DRAFTED	6-17-7	EZ 7/6/24/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE		
E.R. Seeling CHECKED	6-17-57	6-24-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 95000 ~~CHG.~~ NO.	ADCN	DRAWING NO.	SHT.
STRESS		CAMPBELL 6-9400 REQUESTED	☐ DEVIATION ☐ VARIATION	72 SEC. NO.	3	66-2707	—
APPROVED Kadue	6-17-7	P	REASON: TO CORRECT STOCK-SIZE CALL-OUT	1-199 &			
APPROVED		PROD. INFO.		301-1999 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	-A	66-2707	REQD	PART NUMBER	NOMENCLATURE	~~ZONE CODE~~ STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
9					-3	SUPPORT ANGLE	~~BAC1490-2451 X 6.10~~ BAC1490-2541 X 6.10	CLAD 2024-T4 QQ-A-362 T4 TEMP	—	SRF-2.115	S

CHANGE DASH NUMBER OF BAC1490 IN STOCK SIZE COLUMN AS SHOWN ABOVE

P DETAIL PLANNING AFFECTED

AP 6/20

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

6410 6-17-7

2-7000

4-70 1T

MODEL 707	DWG. REC. CLK. RXL 6-24-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	NEW	TRAILING EDGE FAIRING INBD NACELLE STRUT	
DRAFTED WILLARD DALE 6/8/57	RELEASE RXL 6/26/57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE	
CHECKED Ruyleor 6/18	B/P GROUP 6-26-57CB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10765 CHG. NO.	ADCN 6	DRAWING NO. 5-85626 / SHT. 1A
STRESS	D. DONALDSON P.P. 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION	SEC. NO. 72		
STANDARDS Donaldson 6/18	▷	REASON: TO PROVIDE SUPPORT FOR AFT FAIRING OF THRUST REVERSER			
APPROVED Donaldson 6/17	PROD. INFO.		1-199 CHG. EFF. 301-1999		

ADCN

PARTS LIST ZONE	REPLACES	-3002	-85626-3001	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	P	HEAT TREAT	FINISH	
	NEW	✓	✓	1	60-2040 -2000	CHANNEL	A5 2A						
	-3015		X ✓	X 1	~~-3015~~ -3133	RIB	C9 3A						
	-3016	X ✓		X 1	~~-3016~~ -3134	OPP ~~-3017~~ -3133	C9 3A						
	-3039		X ✓	X 1	~~-3039~~ -3135	RIB	A5 3A						
	-3040	X ✓		X 1	~~-3040~~ -3136	OPP ~~-3039~~ -3135	A5 3A						
	NEW		✓	1	-2040	CLIP - STA 275	A7 3A	.040 x 2.00 x 2.50	▷1	R	T4	SRF 2.115 SRF 12.207	
	NEW	✓	✓	1	3-74649	PIN-COWL SHEAR	A7 2A						
	NEW	✓	✓	3	H10-428W	NUT (BAC-N10BY-54W	A7 2A	THE KAYNAR CO. LOS ANGELES 54 CALIF. (OR EQUIV.)					
	NEW	✓	✓	3	AN-960-D416	WASHER	A7 ~~A2~~ 2A						
	NEW	✓	✓	2	AN-960-416	WASHER	A5 ~~A2~~ 2A						
	NEW	✓	✓	2	AN4-14A	BOLT	A2 2A						
	NEW	✓	✓	1	9-67562	PIN FITTINGS	A6 2A						
	NEW	✓	✓	1	ACT509-N-T8-2	BOLT, LOCK 100° HD (BAC-B30AM-8-2)	A2 2A	HUCK MANUFACTURING CO DETROIT 7, MICH (OR EQUIV.)					
	NEW	✓	✓	1	LC-C8	COLLAR, LOCK BOLT (BAC-C30A-8)	A2 2A	HUCK MANUFACTURING CO DETROIT 7, MICH. (OR EQUIV.)					

CHANGE PARTS LIST AS SHOWN ABOVE

▷ REWORK EXISTING PARTS

AP 6/21

WORK PRESS. PSI	NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENTIFICATION	TYPE ENDS	MIN STOCK LGTH
	TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 924 E-R2

4-75 2T

MODEL 707		DM 6-24-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE	A	LOWER SPAR INSTALLATION OUTBD STRUT DWG. TITLE
DRAFTED G. WOODS	6-13-57	AW 6-25-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN 13 / DRAWING NO. 8-8122 / SHT. 1A
CHECKED Douglas	6/18	6-25-57 CB B/P GROUP	☐ DEVIATION ☐ VARIATION	10764 CHG. NO.	
STRESS Kafer	6-18-7	P. DONALDSON 6-7000 REQUESTED	REASON: TO ALLOW REMOVAL	SEC. NO. 74	
Donaldson APPROVED	6/18/57		OF THE TOP ENG TEMP PROBE WITHOUT REMOVAL	1-199 &	
Donaldson APPROVED	6/19	PROD. INFO.	OF ENGINE	301-1999 CHG. EFF.	

PARTS LIST ZONE	REPLACES	8-8122 -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
NEW		✓	1	-3023	REINFORCEMENT PLATE	A4 2A	1 X7.0 X7.0	3	-	F-8.05	R
NEW		✓	1	69-4032	CAP	A4 2A					

ADD TO P/L AS SHOWN ABOVE:

1 .036 OPT .042

3 REWORK EXISTING ASSYS

AP 6/21

GRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

WING 4-7 1T

MODEL 707		276-25-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY		SUPPORT FORGING FRONT SPAR OUTBD
DRAFTED SCHNELLE	6/14/7	6/25/57 RELEASE 6-25-57 CB	ADCN ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE NACELLE
CHECKED L.L. Shaeffer	6/18/57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	PRR 95000 CHG. NO.	ADCN 4 · DRAWING NO. 50-8217 · SHT —
STRESS		R REQUESTED	REASON: PRESENT DWG CONFIGURATION CANNOT BE REMOVED FROM DIE	SEC. NO. 12	
APPROVED [signature]	6/19/7	P		1-1999	
APPROVED Bailly 6-18-57		PROD. INFO.		CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

& ALLOW USE OF PRESENT DIE

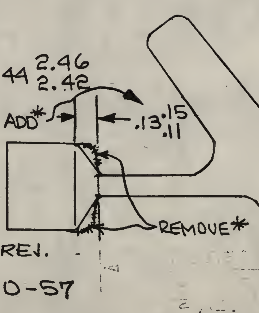
IN ZONE B6 & C6 VIEW 2C5 CHG—

~~2.20 2.22/2.18~~ TO READ 2.33 2.35/2.31

ALSO CHG-

~~2.35 2.37/2.33~~ TO READ 2.44 2.46/2.42

IN VIEW B5 CHG
AS SHOWN, CHG
VIEW IN ZN C5 TO
AGREE



P PARTS RECEIVED ARE IN ACCORD PER REJ. TAG 118712

R REJ. TAG, 118712 IRA JOHNS 6-10-57

* ADCN REF ONLY

HP 6/22

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-7900

2-80 IT

FLIGHT TEST MODEL 707	7-3-57 DWG REC CLK	BOEING AIRPLANE COMPANY	B	NOSE COWL ~~ENGINE~~ NACELLE, ASSY OF DWG TITLE	
4-26-57 DRAFTED F. H. STARR	7/5/57 RELEASE	DRAWING DEPARTURE AUTHORIZATION THE DWG WILL NOT BE CHANGED	ISSUE No.	DDA No.	DRAWING No.
L. J. CARPENTER CHECKED	7-5-7 B/P GROUP	REASON:	CHG. No.	5	5-85655 SHT 1A
STRESS	2-7933-4 REQUESTED	TO REPLACE DUCT 50-6397 WITH DUCT WHICH HAS INSTRUMENTATION PROVISIONS, ON ENGINE NO. 4	SEC. No. 71		
APPROVED	PROD INFO P				
Donaldson 6/28 APPROVED	SHOP INFO				
APPROVED 6-28-57	ELR OR DCR		CHG EFF		

PARTS LIST ZONE	REPLACES	5-85655-3000	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~59-5~~	~~DELETE~~	~~✓~~	~~1~~	~~50-6397~~	~~DUCT ASSY~~						
	50-6397	✓	1	50-6397-4	DUCT ASSY						

A/P 0001 ENGINE NO4 ONLY

P PLANNING AFFECTED

PRR 19980 INSTALL 50-6397-4 DUCT ASSY

4P 7/2/7

9-20 5T

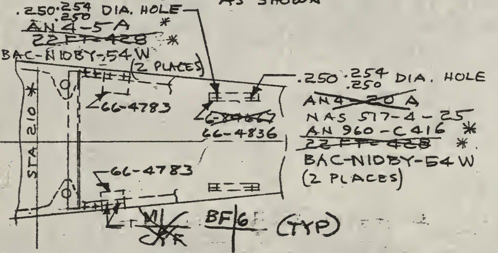
ADCN 60 52

MODEL 707		DWG. REC. CLK 7-2-57	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)	A ISSUE NO.	LOWER SPAR INST'L INBD. STRUT DWG. TITLE		
DRAFTED FRONSDAHL	6/11/57	RELEASE ZZ 7/3/57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN		ADCN	DRAWING NO.	SHT.
CHECKED SHUMAN		B/P GROUP 7-3-7 LG	☐ DEVIATION ☐ VARIATION	CHG. NO. 7853	13	8-8100	1A
STRESS W. Benz	6/18	REQUESTED G. DREW 6-7000	REASON: TO ADD ANGLE & CHANGE PIN ON DRWG.	SEC. NO. 74	7	8-8100	3A
APPROVED Drew	6/19/7			1-199			
APPROVED Donaldson RLHaze	6/25 6-25-7	PROD. INFO		CHG. EFF. 301-1999			

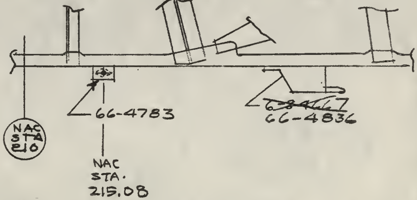
PARTS LIST ZONE	REPLACES	8-8100-3000 B	8-8100-3000 A	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	2	66-4783	ANGLE						
		✓	✓	2	NAS517-4-25	SCREW 100° FH.						
		✓	✓	2	66-4836	PIN FITTING						
44		~~✓~~	~~✓~~	~~2~~	~~6-84667~~	~~PIN FITTING~~						
42		~~✓~~	~~✓~~	~~2~~	~~AN4-20A~~	~~BOLT~~						
		✓	✓	~~4~~	~~AN363-428~~	~~NUT~~						
	AN 363-428	✓	✓	4	BAC-N10BY 54W	NUT						

CHANGE P/L AS ABOVE:—

IN ZN $C5_{3A}$ REVISE AS SHOWN



IN ZN $A5_{3A}$ REVISE AS SHOWN



* ADCN REF. ONLY.

▷ EXISTING PARTS MAY BE USED WITHOUT REWORK

HP 6/26/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 526 C-R2

2-7000

9-7017

MODEL 707		707-2-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE	New ISSUE NO.	INBD STRUT NAC- DWG. TITLE ASSEMBLY OF		
DRAFTED T. FUJIOKA	9/28/56	RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN		ADCN	DRAWING NO.	SHT.
CHECKED	10/4	B/P GROUP P.B. DONALDSON	☐ DEVIATION ☒ VARIATION	ITEM NO. 7211	~~1~~	~~5-85617~~	~~1A~~
STRESS Donaldson		REQUESTED	REASON: P/L INCORRECT & ADD NEW PART	SEC. NO. 72	8	5-85617	1A
APPROVED				1-199			
APPROVED R.E. Hage	6-6-56	PROD. INFO.		301-1999 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	5-85617 -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		~~✓~~	~~1~~	~~5-88444 -3003~~							
	5-88444-3003	✓	1	5-88444 -2003	STIFFENER LH SIDE						
		~~✓~~	~~1~~	~~5-88444 -3004~~							
	5-88444-3004	✓	1	5-88444 -2004	STIFFENER LH SIDE						
		~~✓~~	~~1~~	~~5-88447 -3000~~	~~STIFFENER RH SIDE~~						
	5-88447-3000	✓	1	5-88447 -3006	STIFFENER RH SIDE ASSY OF		← (8)				
		~~✓~~	~~1~~	~~5-88447 -3002~~							
	5-88447-3002	✓	1	5-88447 -2002	STIFFENER RH SIDE						
	NEW	✓	1	5-88447 -3005	ANGLE RH SIDE						

CHANGE P/L AS SHOWN ABOVE

REPLACES ADCN 1
REASON: TO MAKE DWG AGREE WITH CHG ON 5-88447 SHT 1A & 2A
REQD: SAFFELL 6-3060 REF (COORD SHT CX10-93)
DRAFTED: GLENN R. DOWNING 6-13-57
CHECKED: Rothenbuhler 6/22/57
APPROVED: 6/24/7

(8)
ADCN NOTE: SEE ADCN 9 ON 5-85167 SHT 1A FOR PICTURE CHANGE.
SEE ADCN 2 ON 5-88447 SHT 1A & DCN B ON 5-88447 SHT 2A FOR COMPLETE CHANGE

P ASS'Y PLANNING AFFECTED

HP 7/1/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

6-24-7

10-80 1T NOT PROCESS

(A)

MODEL 707		7-8-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED HOCKETT	5/9/57	7-8-57 RELEASE	ADCN ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON	5/10/57	7-8-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS [signature]	5/13/57	ROHR 4-1307 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED [signature]		S	REASON: EXTRUSION CANNOT BE PURCHASED (VENDOR DEFICIENCY) **
APPROVED [signature]	5/13/57	PROD. INFO.	

ISSUE NO.	CHG. NO.	SEC. NO.	CHG. EFF.
PRR 10087		71	1 THRU 199; 301 THRU 1999

FIREWALL-INSTALLATION NACELLE ENGINE

DWG. TITLE

ADCN	DRAWING NO.	SHT.
R-1	65-3631	-

PARTS LIST ZONE	REPLACES	65-3631	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~1-4~~		~~✓~~	~~1~~	~~-3~~	~~STRAP~~		~~BAC-1527-6 142.0 LONG~~	~~1020 OR 1025 MIL-S-7952 ANNEALED COLD ROLLED~~		~~F-1.20~~	~~R~~
1-4		✓	1	-3	STRAP		▷	▷		F-1.205	R

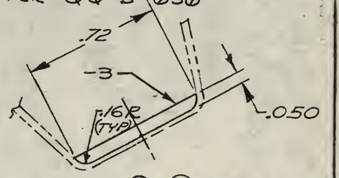
REVISE P/L AS SHOWN ABOVE - ON FACE DWG ADD VIEW & NOTES AS SHOWN BELOW

▷ BAC-1527-6 142.0 LONG OR SHT STOCK .050 x .75 x 142.0

▷ EXTRUSION, 1020 OR 1025 MIL-S-7952 ANNEALED COLD ROLLED OR, SHEET STOCK, 1010 STEEL SHEET PER QQ-S-636

581-480

☑ BAC RELEASED ☐ KC-135 (ADD)
☐ CANC'LD BY BAC ADCN ☑ 707
707 STRESS [signature] 6-24-57
CHECKED Blakeslee 6/24/57
CHECKED
APPROVED [signature] Larson 6/28/57



* ADCN REF
KC135 NOT AFFECTED

S ▷ EXISTING PARTS & ASSY'S ARE SATISFACTORY

** FINISH CHGD FOR BETTER HEAT RESISTANCE

A/P 7/3/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

7-8-57

10-70 1T

MODEL	707		DWG REC CLK
DRAFTED	STARC	4-27	RELEASE
CHECKED	R Short	4/27	7-8-57 B P GROUP
STRESS			6-7312 REQUESTED
APPROVED			
APPROVED	Baichly 4-5-57		PROD. INFO.

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: FAYING SURFACE REQUIRE PROTECTION

ISSUE NO. PRR 95000

CHG NO. 12

SEC. NO. 1 THRU 1999

CHG EFF.

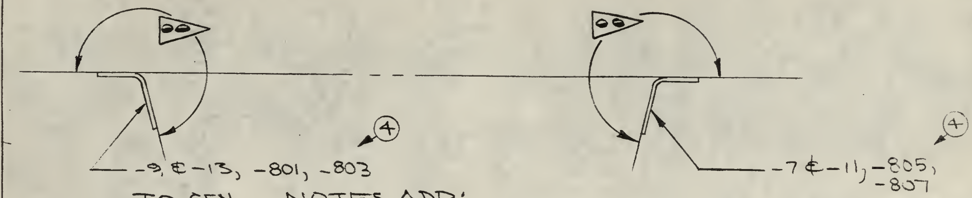
DWG. TITLE ATTACH ANGLE INST TE FAIRING INBD NACELLE

ADCN	DRAWING NO	SHT
~~1~~	~~65-2397~~	~~1~~
4	65-2397	1

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	F

IN ZN D1 TYP SECTION ADD FINISH CALLOUTS AS SHOWN:



TO GEN NOTES ADD:

SRF 12.206 IN AREA AS NOTED

4

*ADCN REF: SEE ADCN 3 FOR COMPLETE CHANGE

P AIRP 001 IN ACCORD OP ITEM

REPLACES ADCN 1
DRAWN: RUTH WEAVER (7-2-7)
CHK'D: R Short (7-2-7)
APP'D: Baichly 7-3-57
REASON: TO CORRECT OBSELETE PART CALLOUTS

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 TK6-7510 4/3/7 2-7000

11-65 IT NOT PROCESS

ADCN

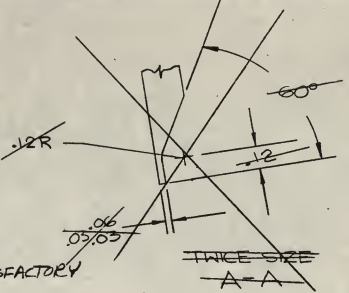
MODEL 707		DWG. REC. CLK. 7-8-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	LATCH HALF - ENGINE NACELLE DWG. TITLE
DRAFTED M.R. MATTESON	5/16/57	RELEASE 7-8-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.
CHECKED H. DARTON	5/16/57	B/P UNIT ROHR 4-1384	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10087 CHG. NO.
STRESS Erskine	5/16/57	REQUESTED	☐ DEVIATION ☒ VARIATION (ENGRG. ERROR)	SEC. NO. 71
APPROVED			REASON: SCARF NOT REQ'D FOR METHOD OF ATTACHMENT ON ASSY DWG. 69-4131.	1 THRU 199 301 THRU 1999 CHG. EFF.
APPROVED	5/16/57	PROD. INFO.		

ADCN	DRAWING NO.	SHT.
~~R-1~~	~~66-3807~~	-
1	66-3807	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

DELETE SECTION CUT A-A & VIEW A-A AND CHG CORRESPONDING VIEW TO AGREE AS SHOWN:

☐ BAC RELEASED ☐ KC-135
☑ CANCLD BY BAC ADCN ☑ 707
SEE ADCN # 1 THIS SHEET
CHECKED Blakeslee 6/..
CHECKED
APPROVED J.E. Farr 6/27/57



* ADCN REF.

EXISTING PARTS & ASSYS MAY BE USED PROVIDED WELDING OPERATION IS SATISFACTORY
~~SCRAP EXISTING PARTS.~~
~~REWORK EXISTING ASSY'S.~~
KC-135 NOT AFFECTED.

AP 7/3/7

REPLACES ADCN R1-1 REASON: EXISTING PARTS & ASSY'S MAY BE USED.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

BAC 924 D-R4

581-204

5-60 IT NOT PROCESS

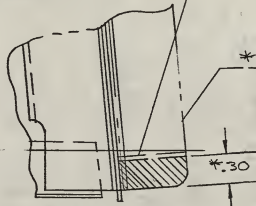
MODEL 707		8/7-2-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	C	BULKHEAD INSTL.- FWD ENGINE MOUNT, INBD DWG. TITLE NAC. STA. 136
R. MATTESON / DRAFTED	5/7/57	8/7-8-57 RELEASE 7-8-57	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO. ITEM 7230	ADCN: R1-3 / DRAWING NO.: 4-5177 / SHT.: 2A
CHECKED H. DARTON	5/7/57	B/P GROUP ROHR 4-1302 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN — ☐ DEVIATION ☒ VARIATION	CHG. NO. 72	
STRESS W. Erickson	5/7/57		TO MAKE THE -3010 AGREE REASON: WITH THE NEW SKIN SPLIT ON 50-8281. (MFG. FACILITY)	SEC. NO.	
APPROVED [signature]	5/8/57			1 THRU 199 / 501 THRU 1999 CHG. EFF.	
APPROVED J. Hodgkins	6/6/7	PROD. INFO.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD JOGGLE TO -3010 AS SHOWN BELOW:

*CHG. CORRESPONDING VIEWS TO AGREE.

*(ADD) JOGGLE DN. .025 IN .15



*-3010

*.30

*ZONE B2

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☑ 707
CHECKED Blakeslee 4/29/57
CHECKED
P... J.E. Larson 2/28/7

*ADCN REF

AP 7/3/7

▷ REWORK EXISTING PARTS & ASSY'S NOT INSTALLED.

KC-135 NOT AFFECTED.

* THIS CHG. INCOMPLETE WITHOUT:

ADCN	SHT	DWG	ADCN	SHT	DWG.
R1-4, R1-5, R1-6	1	50-8281	R1-4	2A	4-5181
R1-3	2	50-8281	R1-12	100	5-85655
R1-2, R1-4, R1-5	3	50-8281			

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

3-60 —:IT NOT PROCESS

MODEL 707		277-8-57 DWG. REC. CLK.
R. MATTESON DRAFTED	5/1/57	9C7-8-57 RELEASE 7-8-57
CHECKED H. DORTON	5/1/57	B/P GROUP ROHR 4-1302 REQUESTED
STRESS M. Eerke	5/7/57	
APPROVED G. Burkert	5/8/57	P PROD. INFO.
APPROVED G. Hodgkins	6/6/7	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO MAKE THE -3006 AGREE WITH THE NEW SKIN SPLIT ON 50-8281. (MFG. FACILITY)

C ISSUE NO.

ITEM 7430 CHG. NO.

74 SEC. NO.

1 THRU 199
301 THRU 1999
CHG. EFF.

DWG. TITLE BULKHEAD INSTL.-FWD ENGINE MOUNT, OUTBD NAC. STA. 136

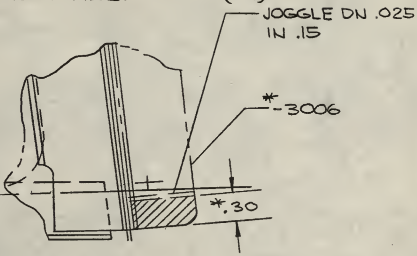
ADCN	DRAWING NO.	SHT.
R1-4	4-5181	2A

A D C N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD JOGGLE TO -3006 AS SHOWN BELOW:

*CHG CORRESPONDING VIEWS TO AGREE.



☑ BAC RELEASED ☐ KC-135
☐ CANC'LD BY BAC ADCN ☑ 707
CHECKED Blakeslee 6/27/57
CHECKED
APPROV'D J.E. Larson 6/27/7

*ADCN REF.

*ZONE B2

AIP 7/3/7

P REWORK EXISTING PARTS & ASSY'S NOT INSTALLED.

KC-135 NOT AFFECTED

* THIS CHG. INCOMPLETE WITHOUT:

ADCN	SHT	DWG	ADCN	SHT	DWG.
R1-4, R1-5, R1-6	1	50-8281	R1-3	2A	4-5177
R1-3	2	50-8281	R1-12	100	5-85655
R1-2, R1-4, R1-5	3	50-8281			

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

581-509

2-7000

5-76 2T

MODEL 707		8-7-3-57 DWG. REC CLK 8-7/7/5/57	BOEING AIRPLANE COMPANY ADCN	A	LOWER SPAR INSTALLATION INBD STRUT DWG. TITLE
DRAFTED G. WOODS	6-13-57	RELEASE 7-8-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN / DRAWING NO. / SHT.
CHECKED	6/18	B/P GROUP P. DONALDSON 6-7000	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	PRR 10764 NO.	15 / 8-8100 / 1A
STRESS	6-18-57	REQUESTED	REASON: TO ALLOW REMOVAL OF THE TOP ENG TEMP PROBE WITHOUT REMOVAL OF ENGINE	SEC. NO. 72	
APPROVED Donaldson	6/18			1-199 & 301-1999	
APPROVED Donaldson	6/19	PROD. INFO.		CHG. EFF.	

PARTS LIST ZONE	REPLACES	8-8100-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
NEW		✓	1	-23	REINFORCEMENT PLATE	A7 3A	▷ X6.6 X7.0	3▷	-	F-8.05	2
NEW		✓	1	69-4032	CAP	A7 3A					

ADD TO P/L AS SHOWN ABOVE:

▶ .036 OPT .042

▷ REWORK EXISTING ASSY'S

AP 6/21

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

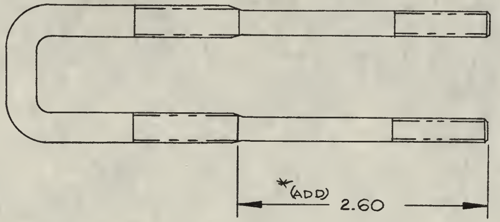
2-7000

8-6-5 IT NOT PROCESS

MODEL 707		7-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE		"U" BOLT-COWL LATCH ENG. NAC. DWG. TITLE
M.R. MATTESON DRAFTED	6/4/57	9-7-17-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN R1-1
CHECKED DORTON	6/4/57	7-17-57 B/P GROUP	☐ DEVIATION ☒ VARIATION	PRR 10087 CHG. NO.	DRAWING NO. 69-4119
STRESS HECHT	6/6/57	ROHR 4-1477 REQUESTED	REASON: LENGTH OF "U" BOLT LEGS NOT CLEARLY DEFINED. (ENGRG ERROR)	SEC. NO. 71	SHT. —
APPROVED		PROD. INFO		1 THRU 199 301 THRU 1999 CHG. EFF.	
APPROVED	6/10/57				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD DIMENSION AS SHOWN BELOW:



ADCN REF ONLY. *69-4119

*TWICE SIZE

EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

KC-135 NOT AFFECTED.

BAC ... CANC ... 7/1/57 ... 7/12/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

8-80 27

A D C N

MODEL 707		8-7-16-57 DWG. REC. CLK	
DRAFTED G. OSTERLOH	6/20/7	SW 7-17-57 RELEASE	
CHECKED T. BURDO	7/8/7	7-17-57 B/P GROUP	
E. Fatt	7/11/7	6-7000 DONALDSON REQUESTED	
APPROVED Donaldson	7/11/57		
APPROVED K. 7/11		PROD. INFO.	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

REASON: TO ADD FIRE DETECTOR INST.

ISSUE NO. A

CHG. NO. PRR 10453

SEC. NO. 72

CHG. EFF. 1-99 & 301-1999

DWG. TITLE STRUT INSTALLATION INBOARD NACELLE

ADCN	DRAWING NO.	SHT.
5	50-8229	1

PARTS LIST ZONE	REPLACES -10	-9	-8	-7	-6	-5	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	✓	✓	✓	✓	✓	✓			✓	✓	1	65-4105	FIRE DETECTOR INSTL.						

CHANGE P/L AS SHOWN ABOVE

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

8-80 2T

MODEL 707		DT 7-16-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	A ISSUE NO.	STRUT INSTALLATION -OUTBOARD NACELLE DWG. TITLE
DRAFTED G. OSTERLOH	6-20-57	BW 7-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	P.R.R. 10453 CHG. NO.	ADCN 7 / DRAWING NO. 50-8230 / SHT. –
CHECKED T. BURDO	7/8/7	7-17-57 MB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 74	
[redacted] E.T.Fabl...	7/11/7	DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION		
P. Donaldson APPROVED	7/11/57		REASON: TO ADD FIRE DETECTOR INST.		
APPROVED ... 7/11		PROD. INFO.		1-99 $301 — CHG. EFF. 1999	

A D C N

PARTS LIST ZONE	-10	-9	-8	-7	-6	-5	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	✓	✓	✓	✓	✓	✓			✓	✓	1	65-4105	FIRE DETECTOR INSTL						

CHANGE P/L AS SHOWN ABOVE

AP 7/15

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

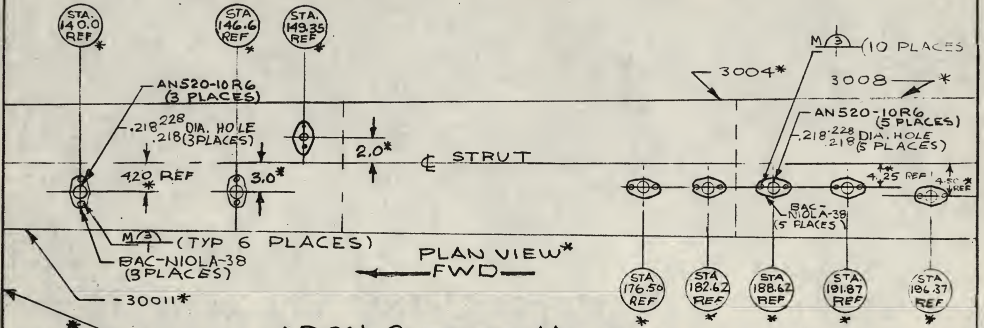
1-20 4T

MODEL 707		277-16-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	A	LOWER SPAR INSTALLATION INBD NAC. STRUT DWG. TITLE		
DRAFTED G. OSTERLOH	7-1-57	EZ 7/16/57 RELEASE	ADCN ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN	DRAWING NO	SHT.
CHECKED T. BURPO	7/9/7	7-17-57 EC S/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10453 CHG. NO.	17	8-8100	2A
[signature]	7/11/7	DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION REASON: ADDED HOLES & NUTPLATES FOR FIRE DETECTOR INSTL.	SEC. NO. 76	14	8-8100	1A
Donaldson APPROVED	7/11/57			1-199 & 301 - 1999 CHG. EFF.			
APPROVED [signature] 7/11		PROD. INFO.					

ADCN 49 55

PARTS LIST ZONE	REPLACES	8-8100-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓	8	BAC-N10LA-A38	NUT PLATE						
		✓	8	AN520-10R6	SCREW, MACH.						

CHANGE P/L IN SHT 1A AS SHOWN ABOVE
CHANGE PICTURE IN SHT 2A AS SHOWN BELOW



ADCN 9 ON SHT 1A
& ADCN 12 ON SHT 2A
WILL NOT BE RELEASED

ADCN REF *

AH 7-15

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

— 1-74 IT NOT PROCESS

MODEL 707		5-17-17-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY		COWL PANEL ASSY L.H. SIDE ENG. NAC. DWG. TITLE
M.R. MATTESON DRAFTED	6/12/57	5-17-17-57 RELEASE 7-17-57 EE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN R1-6 · DRAWING NO. 5-85637 · SHT. 4A
CHECKED MORTON	6/13/57	B/P GROUP ROHR 4-1451	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	PRR95000 CHG. NO.	
STRESS HECHT	6/12/57	REQUESTED	REASON: INCORRECT PART NUMBER CALLED OUT. (ENGRG. ERROR)	SEC. NO. 71.	
APPROVED				1 THRU 199	
APPROVED	6/13/57	PROD. INFO.		301 THRU 1999 CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE CALLOUT IN ZONES A3, B2, D2, D3, & D4 AS SHOWN:

~~-3034~~
-3045

*CHG IN ZONES A3, B2, D2, D3, & D4

TEC CHG

*ADCN REF.

P DWG CLARIFICATION ONLY. (AIRP. PARTS NOT AFFECTED)

KC-135 NOT AFFECTED.

RELEASED ☐ KC-135 ☑ 707
☐ CANC'D BY 3RD ADCN
CHECKED 7/1/57
CHECKED
APPROVED 7/12/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 S-7000

8-80 IT

MODEL 707		DT 7-9-57 DWG. REC CLK	BOEING AIRPLANE COMPANY	B	PLUMBING INSTL OUTBD NAC. STRUT (DWG. TITLE)			ADCN
DRAFTED G. OSTERLOH	6-26-57	6W7-11-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN	DRAWING NO	SHT	
CHECKED T. BURDO	6/28/57	7-11-57CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	FRR. 10218 ~~CHG.~~ NO.	6	50-5548		
STRESS		DONALDSON 6-7000 REQUESTED	REASON: ADDED PARTS FOR 4 HOLE DRAIN SYSTEM CHANGED FLAG NOTES.	SEC. NO. 79				
APPROVED ET 6/28 Donaldson	7/1/57			301-1999				
APPROVED REHage	7-2-7	PROD. INFO.		1-199 CHG EFF				

PARTS LIST ZONE	REPLACES	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
11		✓	✓	✓	✓	2 1	MS21907-8C	ELBOW-TUBE-45°						
16		✓	✓	✓	✓	3 ~~1~~	AN924-8C	NUT-BLKD						
17		✓	✓	✓	✓	6 8	MS29512-8	"O" RING						
18		✓	✓	✓	✓	3 ~~1~~	AN806-C8	PLUG						
~~49~~		~~✓~~	~~✓~~		~~✓~~	~~1~~	~~10-60104~~	~~HOSE ASSY (DRAIN)~~			~~9~~ 0			
14		X	X ✓	4	4 ✓	1	MS21908-8C	ELBOW 90°						
15		X ✓	X	X ✓	4	1	MS21902-8C	UNION						
~~10~~		~~✓~~	~~✓~~	~~✓~~	~~✓~~	~~1~~	~~AN924-8~~	~~NUT-BLKD~~						
~~50~~		~~✓~~	~~✓~~	~~✓~~		~~1~~	~~10-60104-1~~	~~HOSE-ASSY~~			~~9~~ 0			

CHANGE P/L AS SHOWN ABOVE

REMOVE 9 AS SHOWN BELOW.

~~9 COLOR BAND PER BAC 5001 WITH TAPE BAC-T115-S2F~~

0 ADCN REF ONLY — REPLACING PART WILL BE SHOWN ON ENGINE PLUMBING INSTL

AP 7/8/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

6-76 IT

MODEL 707		7-29-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)
DRAFTED T. BURDO	7/2	SW 7-30-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED [signature]	7/22	7-30-57 B/P GROUP	☐ DEVIATION ☐ VARIATION
STRESS		DONALDSON 6-7000 REQUESTED	REASON: TO BRING P/L UP TO DATE.
APPROVED [signature]	7/22		
APPROVED [signature]	7-23-7	PROD. INFO	

ISSUE NO. A
CHG. NO. PRR 10453
SEC. NO. 71
1-99, 301-1999
CHG. EFF. 101-199

DWG. TITLE: COWL INSTL ENGINE NAC.

ADCN	DRAWING NO.	SHT.
2	50-3371	1A

ADCN

PARTS LIST ZONE	REPLACES	-3000 C	-3000 B	-3000 A	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓	✓X	✓X	+1	50-8281	FAIRING ASSY FWD.	A5					
		✓	✓X	✓X	+1	65-6487	FAIRING INSTL-AUX						
	NEW	✓			1	5-85638 -3096	R.H. SIDE PANEL ASSY	C7					
	NEW	✓			1	5-85637 -3095	L.H. SIDE PANEL ASSY	B6					
			✓4	4✓	1	5-85637 -3000	L.H SIDE PANEL ASSY						
			✓4	4✓	1	5-85638 -3000	R.H SIDE PANEL ASSY						

CHANGE P/L AS SHOWN ABOVE:

CHANGE T/B AS SHOWN BELOW:

AP 7/26/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
71	4	50-8220	707	1 THRU 99	50-3371 -3000	A	
71	4	50-8220	707	101 THRU 199	50-3371 -3000	C	
71	4	50-8220	707	~~101 THRU 199~~ - 301 THRU 1999	50-3371 -3000	B	

6-72 IT NOT PROCESS

MODEL 707		8 17-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE		COWL PANEL ASSY R.H. SIDE ENGINE NACELLE DWG. TITLE		
DRAFTED R.MATTESON		7-30-57 RELEASE 7-30-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. PRR10087	ADCN R1-2	DRAWING NO. 5-85638	SHT. 100
CHECKED DARTON		B/P GROUP ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO. 71			
STRESS HECHT	6/10/57		TO INSURE POSITIVE LOCATION OF	SEC. NO.			
APPROVED E.C.Buckard	6/11/57	P	REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS	1 THRU 199			
APPROVED J. Kilzytown	6/12/57	PROD. INFO.	& ATTACH POINTS. (MFG. FACILITY)	301 THRU 1999 CHG. EFF.			

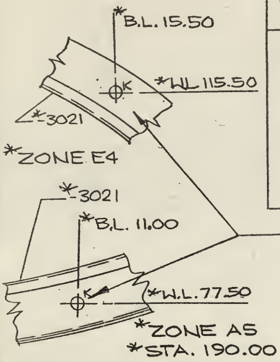
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

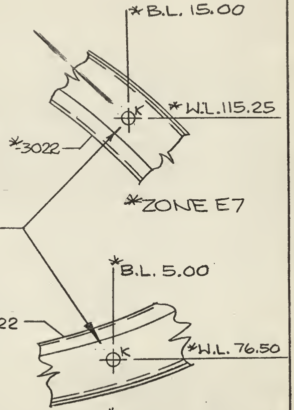
ADD COORDINATING HOLES AS SHOWN BELOW:

THIS CHG. INCOMPLETE WITHOUT

ADCN	SHT	DWG
R1-1	1A	5-85638
R1-1	3A	
R1-2	3A	
R1-1	4A	
R1-2	4A	
R1-3	4A	
R1-1	100	
R1-3	100	5-85638



*(ADD COORDINATING HOLES)



☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC: ☒ 707

CHECKED	Blakeslee 7/29/57
CHECKED	
APPROVED	J.E. Larson 7/25/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135-SEE ADCN R1-8 S/5 ON 5-85638

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-7000

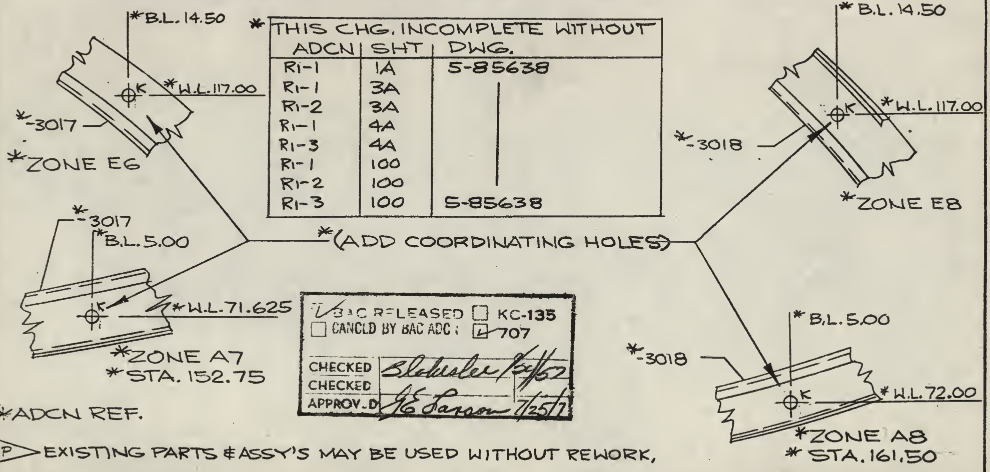
6-74 [illegible] NOT PROCESS.

MODEL 707		7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		COWL PANEL ASSY R.H. SIDE ENGINE NACELLE DWG. TITLE
R. MATTESON DRAFTED		7-30-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN: R1-2 · DRAWING NO.: 5-85638 · SHT.: 4A
CHECKED DARTON	57	7-30-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10087 CHG. NO.	
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION	71 SEC. NO.	
APPROVED [signature]	6/11/57	P	REASON: TO INSURE POSITIVE LOCATION OF IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)	1 THRU 199	
APPROVED [signature]	6/12/57	PROD. INFO.		301 THRU 1999 CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:



*THIS CHG. INCOMPLETE WITHOUT

ADCN	SHT	DWG.
R1-1	1A	5-85638
R1-1	3A	
R1-2	3A	
R1-1	4A	
R1-3	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85638

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC ; ☑ 707

CHECKED Blakesley 7/30/57
CHECKED
APPROVED J.E. Larson 7/25/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK,

FOR KC-135 SEE ADCN R1-12 S/4 ON 5-85638

HP 7/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

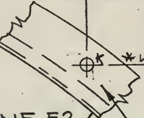
6-74 IT NOT PROCESS

MODEL 707	2/7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	COWL PANEL ASSY R.H. SIDE ENGINE NACELLE (DWG. TITLE)
DRAFTED R.MATTESON	RELEASE 2-30-57	ADVANCE DRAWING CHANGE NOTICE	ADCN R1-1
CHECKED DARTON	B/P GROUP ROHR 4-1386 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	DRAWING NO. 5-85638
STRESS HECHT 6/10/57		☐ DEVIATION ☒ VARIATION	SHT. 4A
APPROVED E.C. Burkart 6/14/57	PROD. INFO.	REASON: TO INSURE POSITIVE LOCATION OF IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)	ISSUE NO. PRR 10087
APPROVED G. Hodgkins 6/12/57			CHG. NO. 71
			SEC. NO.
			CHG. EFF. 1 THRU 199, 301 THRU 1999

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

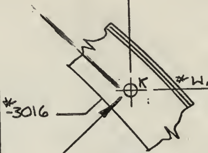
ADD COORDINATING HOLES AS SHOWN BELOW:



*B.L. 14.50
*W.L. 117.00
*ZONE E2

*THIS CHG. INCOMPLETE WITHOUT

ADCN	SHT	DWG
R1-1	1A	5-85638
R1-1	3A	
R1-2	3A	
R1-2	4A	
R1-3	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85638

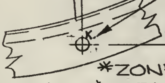


*B.L. 15.00
*W.L. 116.50
*-3016
*ZONE E3

*-3015

*(ADD COORDINATING HOLES)

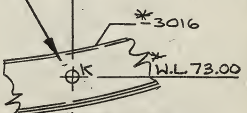
*B.L. 5.00



*W.L. 71.25
*ZONE A3
* STA 134.40

☒ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☒ 707
CHECKED Blakeslee 7/25/57
BY J.E. Larson 7/25/57

*B.L. 12.00
*-3016



*W.L. 73.00
*ZONE A4
*STA 142.80

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-11 S/4 ON 5-85638

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

6-204T NOT PROCESS

MODEL 707		7-30-57 DWG. REC. CLK.	
R. MATTESON DRAFTED		RELEASE	
CHECKED DURTON		B/P GROUP	
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	
APPROVED	6/10/57		
APPROVED	6/12/57	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADCN ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

TO INSURE POSITIVE LOCATION OF

REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)

ISSUE NO. PRR 10087

CHG. NO.

SEC. NO. 71

1 THRU 199

301 THRU 1999

CHG. EFF.

COWL PANEL ASSY R.H. SIDE ENGINE NACELLE

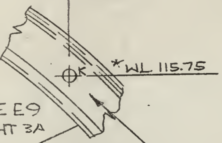
DWG. TITLE

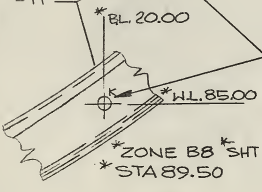
ADCN	DRAWING NO.	SHT.
R1-1	5-85638	1A
R1-1	5-85638	3A

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

SHT 3A, ADD COORDINATING HOLES AS SHOWN BELOW:

APROV 7/25/57





*THIS CHG INCOMPLETE WITHOUT

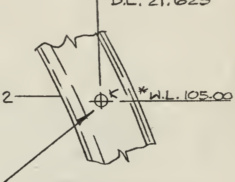
ADCN	SHT	DWG
R1-2	3A	5-85638
R1-1	4A	
R1-2	4A	
R1-3	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85638

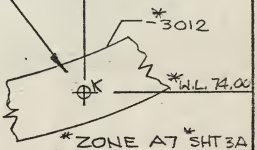
*(ADD COORDINATING HOLES)

SHT 1A, ADD TO GENERAL NOTES AS FOLLOWS:

*(ADD) K .250 $^{.260}_{.247}$ DIA. COORDINATING HOLE

*(ADD) PLUG COORDINATING HOLES WITH M 8 IN -3019 FRAME ONLY.





*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN'S R1-7 S/1 & R1-11 S/3 ON 5-85638

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 524 C-R3

2-7000

6-2041 NOT PROCESS

MODEL 707		DWG. REC. CLK. 7-30-57	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON	7/31	RELEASE 7-30-57	ADVANCE DRAWING CHANGE NOTICE (ADCN)
CHECKED DARTON		B/P GROUP ROHR 4-1386 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/10/57		☐ DEVIATION ☒ VARIATION
APPROVED E.C. Burchert	6/11/57	PROD. INFO. P	TO INSURE POSITIVE LOCATION OF
APPROVED G. Hodgkinson	6/12/7		REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)

ISSUE NO.	
PRR 10087	CHG. NO.
SEC. NO. 71	
CHG. EFF.	1 THRU 199 301 THRU 1999

DWG. TITLE: COWL PANEL ASSY R.H. SIDE ENGINE NACELLE

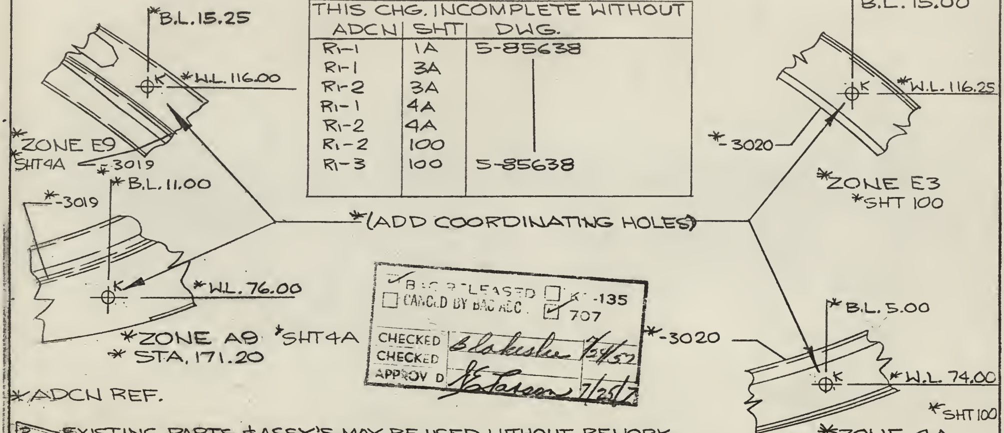
ADCN	DRAWING NO.	SHT.
R1-3	5-85638	4A
R1-1	5-85638	100

ADCN 5654

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:

THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG.
R1-1	1A	5-85638
R1-1	3A	
R1-2	3A	
R1-1	4A	
R1-2	4A	
R1-2	100	
R1-3	100	5-85638



✓ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC ☑ 707

CHECKED	Blakeslee	7/24/57
CHECKED		
APPROVED	N.E. Larson	7/25/7

*ADCN REF.

P ▷ EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN'S R1-13 S/4 & R1-7 S/5 ON 5-85638

HP 7/29/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

6-204T NOT PROCESS

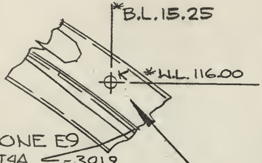
MODEL 707	DWG. REC. CLK. 7-30-57	BOEING AIRPLANE COMPANY		COWL PANEL ASSY R.H. SIDE ENGINE NACELLE (DWG. TITLE)
DRAFTED R.MATTESON	RELEASE 7-30-57	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO. PRR 10087	ADCN R1-3 / DRAWING NO. 5-85638 / SHT. 4A
CHECKED DARTON	B/P GROUP ROHR 4-1386 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN. ☐ DEVIATION ☒ VARIATION	CHG. NO.	ADCN R1-1 / DRAWING NO. 5-85638 / SHT. 100
STRESS HECHT 6/10/57		REASON: TO INSURE POSITIVE LOCATION OF IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)	SEC. NO. 71	
APPROVED [signature] 6/11/57	P		1 THRU 199 / 301 THRU 1999 (CHG. EFF.)	
APPROVED [signature] 6/12/57	PROD. INFO.			

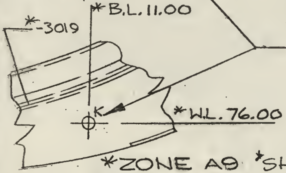
ADCN 56-54

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

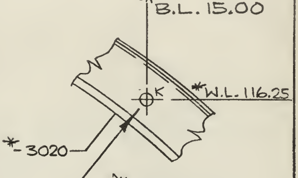
ADD COORDINATING HOLES AS SHOWN BELOW:

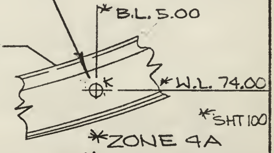
THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG.
R1-1	1A	5-85638
R1-1	3A	
R1-2	3A	
R1-1	4A	
R1-2	4A	
R1-2	100	
R1-3	100	5-85638





*(ADD COORDINATING HOLES)





✓ BAC RELEASED ☐ KC-135
☐ CANC'D BY BAC ADC. ☒ 707
CHECKED Blakeslee 7/24/57
CHECKED
APPROVED [signature] 7/25/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN'S R1-13 S/4 & R1-7 S/5 ON 5-85638

AP 7/29/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

6-74 11 NOT PROCESS

MODEL 707		807-30-57 DWG. REC. CLK.	
R. MATTESON DRAFTED	6/1	17-30-57 RELEASE	
CHECKED DARTON		30-5716 B/P GROUP	
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	
APPROVED E.C. Burkard	6/11/57	P	
APPROVED G. Hodgkin	6/12/7	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

TO INSURE POSITIVE LOCATION OF
REASON: IRREGULAR OML'S & HOLD
FRAMES RELATIVE TO BOTH LONGERONS
& ATTACH POINTS. (MFG. FACILITY)

ISSUE NO.: PRR 10087
CHG. NO.
SEC. NO. 71
1 THRU 199
301 THRU 1999
CHG. EFF.

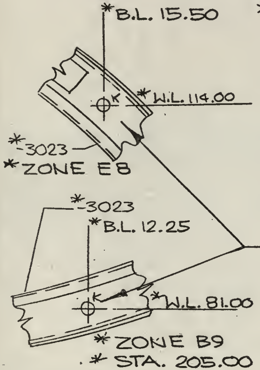
COWL PANEL ASSY R.H. SIDE ENGINE NACELLE
DWG. TITLE

ADCN	DRAWING NO.	SHT.
R1-3	5-85638	100

A D C N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

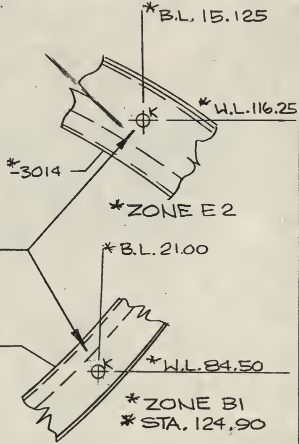
ADD COORDINATING HOLES AS SHOWN BELOW:



*THIS CHG. INCOMPLETE WITHOUT

ADCN	SHT	DWG.
R1-1	1A	5-85638
R1-1	3A	
R1-2	3A	
R1-1	4A	
R1-2	4A	
R1-3	4A	
R1-1	100	
R1-2	100	5-85638

*(ADD COORDINATING HOLES)



☒ B-C RELEASED	☐ KC-135
☐ CANCLD BY BAC ADC	☒ 707
CHECKED	Blakeslee 7/25/7
CHECKED	
APPROV. D	J.E. Larson 7/25/7

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-9 5/5 ON 5-85638

HP 7/29/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

6-74 17

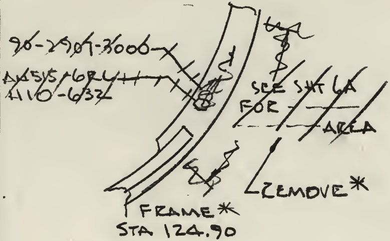
MODEL 707		D7-30-57 DWG. REC CLK	BOEING AIRPLANE COMPANY		COWL PANEL ASSY-R.H.SIDE, ENG NAC (DWG. TITLE)
DRAFTED B. HANSON	7-17	7-30-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. 10749	ADCN / DRAWING NO. / SHT.
CHECKED L. Fujioka		7-30-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO. PRR	
STRESS A. Lain	7-24-57	6-7000 DONALDSON REQUESTED	☐ DEVIATION ☐ VARIATION	SEC. NO. 71	4 / 5-85638 / 100
APPROVED Donaldson	7/29/57		REASON: CLEARANCE REQUIRED FOR THRUST REVERSER ACTUATOR CYLINDER	1-199 ¢	
APPROVED R Ettlege	7-26-7	PROD. INFO		301-1999 CHG. EFF.	

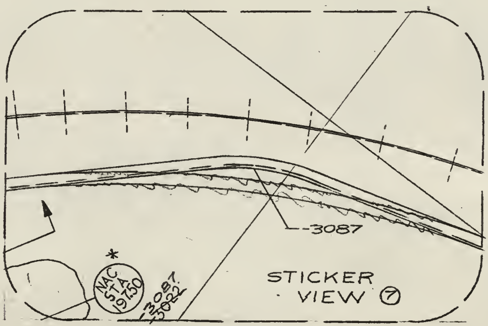
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN D7 CHANGE INSIDE CONTOUR ON FRAME STA 197.50 - STICKER 7
CHANGE -3022 TO -3087 (3 PLACES)

IN ZN B1 & B2
REVISE AS SHOWN
BELOW

FWD FIRE CONTROL DOOR RELOCATED AFT
TO STA 147.87





REWORK EXISTING PARTS
SCRAP -3022

* ADCN REF ONLY

AP 7/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 224 C-R5

2-7000

A D C N

6— 74 17

MODEL 707		7-30-57 DWG. REC CLK	BOEING AIRPLANE COMPANY		COWL PANEL ASSY-R.H. SIDE, ENG NAC DWG. TITLE
B. HANSON DRAFTED	7-17	7-30-57 RELEASE	ADCN ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. 10749	ADCN / DRAWING NO. / SHT.
CHECKED L. Fujioka	7-	7-30-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO. PRR 71	
STRESS A. Lain	7-24-57	6-7000 DONALDSON REQUESTED	☐ DEVIATION ☐ VARIATION	SEC. NO. 1-199 ¢	4 / 5-85638 / 100
Donaldson APPROVED	7/29/57		REASON CLEARANCE REQUIRED FOR THRUST REVERSER ACTUATOR CYLINDER	301-1999 CHG. EFF.	
APPROVED R.Elliage	7-26-7	PROD. INFO			

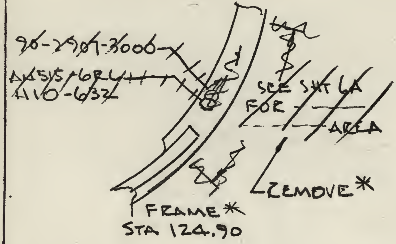
ADCN

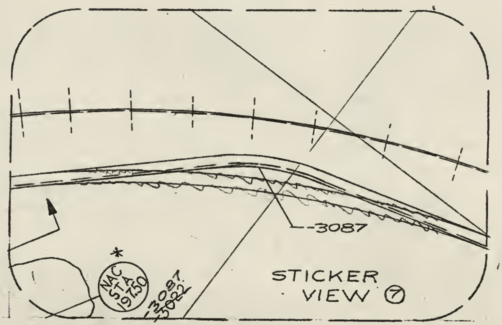
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN D7 CHANGE INSIDE CONTOUR ON FRAME STA 197.50 - STICKER (7)
CHANGE -3022 TO -3087 (3 PLACES)

IN ZN B1 & B2 REVISE AS SHOWN BELOW ▷

▷ FWD FIRE CONTROL DOOR RELOCATED AFT TO STA 147.87





▷ REWORK EXISTING PARTS SCRAP -3022

* ADCN REF ONLY

AP 7/20/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 324 C-R3

2-7000

MODEL 707		8-7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON	6/3/57	RELEASE 7-30-57	ADVANCE DRAWING CHANGE NOTICE (ADCN)
CHECKED DARTON		B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E C Burchard	6/10/57	P PROD. INFO.	REASON: TO INSURE POSITIVE LOCATION OF IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS (MFG. FACILITY)
APPROVED G Hodgkin	6/12/57		

ISSUE NO. PRR 10087
CHG. NO.
SEC. NO. 71
CHG. EFF. 1 THRU 199, 301 THRU 1999

DWG. TITLE: COWL PANEL ASSY R.H. SIDE ENGINE NACELLE

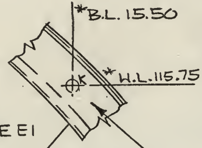
ADCN	DRAWING NO.	SHT.
R1-2	5-85638	3A

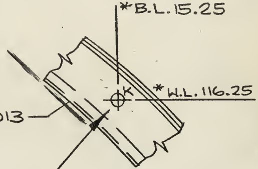
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:

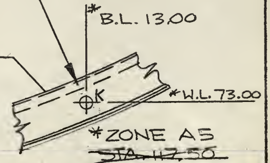
THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG
R1-1	1A	5-85638
R1-1	3A	
R1-1	4A	
R1-2	4A	
R1-3	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85638





*-3024
*B.L. 13.00
*(ADD COORDINATING HOLES)

✓ BAC RELEASED ☐ KC-135
☐ CANC'LD BY BAC ADCN ☑ 707
CHECKED Blakeslee 7/5/57
CHECKED
APPROVED J E Larson 7/25/57



*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-12 S/3 ON 5-85638

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

☒ ART O. WRITTEN

ART ORDER NUMBER	SECTION 28 FUEL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
28-1	Fuel System FUEL QUANTITY INDICATING GAUGE	☒	☒												
28-2	Dual Fuel Check Valve	P.U. ☒													
28-3	Wing Center Section Tubing and Equipment Locations Diagram	P.U. ☒													
28-4	Drip Stick Fuel Level Indicator	☒													
28-5	Fuel Tank Filler Cap Installation Details	☒													
28-6	Fuel Tank Arrangement	P.U. A A	☒ X	☒ X											
28-7	Integral Fuel Tank Structure Seals	P.U. ☒ X													
28-8	Fuel Tank Removable Component Seals	P.U. A A													
28-9	Main Tank Baffle Check Valves	A A													
28-10	Wing Center Section Tank Aft Cells	☒ X													
28-11	Wing Center Section Tank Cavity Drains	P.U. ☒ X	P.U. ☒ X		P.U. ☒ X			☒ X							

1-20 41 NOT PROCESS

MODEL 707		Jn 6-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE		COWL PANEL ASSY- LEFT HAND SIDE; DWG. TITLE ENGINE NACELLE		
DRAFTED M.R. MATTESON	5/3/57	RELEASE RN 6/18/57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. PRR 10087	ADCN	DRAWING NO.	SHT.
CHECKED H.D. DARTON	5/3/57	B/P GROUP 6-18-57	☐ DEVIATION ☒ VARIATION	CHG. NO.	R1-1	5-85637	1A
STRESS Geo. Leckens	5/6/57	ROHR 4-1359 REQUESTED		SEC. NO. 71	R1-1	5-85637	4A
APPROVED			REASON: TWO DIFFERENT PARTS HAVE THE SAME CALLOUT. (ENGRG. ERROR)	1 THRU 199 301 THRU 1999			
APPROVED	5/6/57	PROD. INFO.		CHG. EFF.			

A D C N 58 56

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~1-4~~		~~-3062~~	~~1~~	~~-3040~~	~~ANGLE~~	~~B4 4A~~	~~.025x2.50x12.00~~	~~503~~	~~-~~	~~F-10.10~~	~~R~~
1-4		-3062	1	-3800	ANGLE	B4 4A	.025x2.50x12.00	503	-	F-10.10	R

SHT 1A, REVISE PARTS LIST AS SHOWN ABOVE:

SHT 4A, CHANGE -3040 TO -3800 IN ZONES B4 & B2 AS SHOWN:

~~BACKGROUND~~ KC-135 ~~707~~
CHECKED B Jakesdee 6/11/57
CHECKED
APPROVED G. Larson 6/12/57

-3800
~~-3040~~

1B3 *ZONE B4

-3800
~~-3040~~

3D2 *ZONE B2

* ADCN REF. ONLY.

▷ DWG. CLARIFICATION ONLY. (AIRP. PARTS NOT AFFECTED)

KC-135 NOT AFFECTED.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

1-78 17

MODEL 707		Jo 6-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON ADVANCE DRAWING CHANGE NOTICE	NEW ISSUE NO.
DRAFTED F. M. DONOUGH	5/21/57	RN 6/18/57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	PRR 10087-1 CHG. NO.
CHECKED	6/11	6-13-57 CE B/P GROUP		SEC. NO. 71
STRESS	6/11/57	DONALDSON REQUESTED	REASON: TO SUPPORT SKIN AT VENT HOLE CUT-OUT & TO ADD REAR COWL FRAME	
APPROVED P Donaldson	6/11/57	▷		
APPROVED	6 12 7	PROD. INFO.		1-199, 301-1999 CHG. EFF.

COWL PANEL ASSEMBLY LEFT HAND SIDE
DWG. TITLE ENG. NACELLE

ADCN	DRAWING NO.	SHT.
4	5-85637	1A

ADCN

PARTS LIST ZONE	REPLACES	5-85637-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	1	-3085	DOUBLER	C62A	.040×3.5 DIA	502 ▷	—	SRF-2115	R
	NEW	✓	1	65-6411-1	FRAME INSTL STA. 213.75	4B2A					

ADD TO P/L AS SHOWN ABOVE

▷ RE-WORK EXISTING PARTS

BAC 924 C-R4

MODEL 707		FC 6-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED F. McDONOUGH	5/21/57	RTC 6/18/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED	6/11	6-18-57 / 8 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		DONALDSON REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Donaldson	6/11/57		REASON: TO ADD REAR COWL FRAME
APPROVED REHage	6-12-7	PROD. INFO.	

NEW ISSUE NO.	COWL PANEL ASSEMBLY RIGHT HAND SIDE DWG. TITLE ENG. NACELLE
PRR 10087-1 CHG. NO.	ADCN 2, DRAWING NO. 5-85638, SHT. 1A
SEC. NO. 71	
1-199, 301-1999 CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	5-85635-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	V	1	65-6911-2	FRAME INSTL STA. 213.75	$B10_{2A}$					

ADD TO P/L AS SHOWN ABOVE

AP 6/13

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

MODEL 707		6-17-57 DWG. REC. CLK. 6-18-57	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE — THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	DWG. TITLE NOSE COWL ENGINE NACELLE, ASSY OF.
DRAFTED HULL, C.W.	5/3/57	RELEASE 6-18-57	ISSUE NO. ITEM 7130	
CHECKED H.D. DARTON	5/3/57	B/P GROUP ROHR 4-1286 REQUESTED	CHG. NO. 71	
STRESS Geo. Pickens	5/6/57		☐ DEVIATION ☒ VARIATION	SEC. NO.
APPROVED			REASON 707 SPLICE PLATE DIFFERS FROM CORRESPONDING KC135 PART & THEREFORE REQ'S A-3000 SERIES NO. (ENG'RG ERROR)	1 THRU 199 / 301 THRU 1999 CHG. EFF.
APPROVED G. Burkhart	5/6/57	PROD. INFO.		

ADCN	DRAWING NO.	SHT.
R,-20	5-85655	1A
R,-7	5-85655	101

ADCN 5043

PARTS LIST ZONE	REPLACES	-3067	-3060	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~1-39~~		~~✓~~	~~✓~~	~~✓~~	~~2~~	~~-38~~	~~SPLICE PLATE~~		~~.050×1.60×26.0~~	~~4~~	~~-~~	~~F-2.115~~	~~R~~
1-39		✓	✓	✓	2	-3823	SPLICE PLATE		.050×1.60×26.0	4	-	F-2.115	R

REVISE PARTS LIST AS SHOWN ABOVE

CHANGE FACE OF DWG AS SHOWN BELOW

~~-38~~ -3823
*ZONE 6B SHT. 101.

~~-38~~ - 3823
*ZONE 4F, SHT. 101.

~~-38~~ -3823
*ZONE 4A SHT. 101

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☑ 707

CHECKED Blakesly 6/11/57
CHECKED
APPROVED J.E. Larson 6/12/57

*FOR ADCN REF ONLY.

REWORK EXISTING PARTS NOT ASSEMBLED.

KC135 NOT AFFECTED.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

1-66 1T

MODEL 707-120		6-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED G. WOODS	6/10/7	RN 6/18/57 RELEASE	ADCN ADVANCE DRAWING CHANGE NOTICE
CHECKED [signature]	6/11	6-18-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION
STRESS		P. Donaldson 6-7000 REQUESTED P.P	REASON: TO ADD AUXILIARY FAIRING — TO BRING P/L & TAB Block up to date
APPROVED Donaldson	6/11/57		
APPROVED [signature]	6 12-7	PROD. INFO.	

ISSUE NO.	NEW
CHG. NO.	PRR 10087-1
SEC. NO.	71
CHG. EFF	1-199, 301-1999

DWG. TITLE: COWL INSTL ENGINE NAC

ADCN	DRAWING NO.	SHT.
1	50-3371	1A

A D C N

PARTS LIST ZONE	REPLACES	-3001	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓		+	~~5-85638~~ ~~-3001~~							
		4		+	~~5-85637~~ ~~-3001~~							
NEW			✓	1	65-6487	FAIRING INSTL. AUXILIARY						
		4	✓	1	50-8281							
			▷1	1	69-3165	VENT INSTL FUEL PRES. TRASMITTER						

CHG & ADD TO P/L AS ABOVE

AMONG GEN. NOTES ADD:- ▷1 AIRPS 1 THRU 99

CHG TAB BLOCK AS SHOWN

#6.3

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
~~71~~	~~4~~	~~50-8220~~	~~707~~	~~101 THRU 199~~	~~50-3371 -3001~~		
71	4	50-8220	707	1 THRU 199 — 301 THRU 1999	50-3371 -3000		

BAC 924 C-R5

2-7000

MODEL 707		Ja 6-18-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE		CONTROL SYS INSTL. THRUST REVERSER DWG. TITLE			A D C N
DRAFTED J.P. WEED.	6/13/57	9C 6-18-57 RELEASE 6-18-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN	DRAWING NO.	SHT.	
CHECKED D. Corley 6-14-57		B/P GROUP 6-7000	☐ DEVIATION ☑ VARIATION	CHG. NO. 7820	1	65-4259	2	
STRESS		PEARSON REQUESTED	REASON: COMPLETION.	SEC. NO.				
APPROVED D.C. 6-14-57			OF BASIS DESIGN.					
APPROVED H. S. Bennett	6/14/57	PROD. INFO.		CHG. EFF.				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN C3, C7 CHANGE CALLOUT AS SHOWN.

~~BAC-B10-640~~
REP 4F5-2

IN ZN A4, C7 CHANGE CALLOUT AS SHOWN.

~~BAC-B10A-620~~
KP4A-7-ST.

IN ZN B7, C7 CHANGE CALLOUT AS SHOWN.

~~BAC-B10B-316~~
5NBC7135

IN ZN. C5, C6 CHANGE. CALLOUT AS SHOWN.

~~BAC-B10B-301~~
3NBF512S

IN ZN A6 CHANGE CALLOUT AS SHOWN.

~~BAC-B10A-610~~
B542ZZ-2-ST

IN ZONE C6 SECT VIEW 3B7 REMOVE CALLOUT. BAC-B10A-640 AS SHOWN.

BAC-B30BH-5C-40
AN320C-5
AN381-2-10
~~BAC-B10A-640~~
AN960-C-516
NAS43-5-72
63-2525

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS   2-7000

6-53 27

MODEL 707		6-18-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY, SEATTLE 14, WASHINGTON
DRAFTED S. WOOD	6-12-7	7C678-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED J. Gregor	6/12/7	6-18-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS ———		ROHR	☐ DEVIATION ☒ VARIATION
STANDARDS		REQUESTED	REASON: TO CORRECT DRAWING ERRORS
APPROVED	6/14/7	PROD. INFO.	

ISSUE NO. A
CHG. NO. 7812
SEC. NO. 78
CHG. EFF. -1 ASSY ONLY

DWG. TITLE: TURNING VANE THRUST REVERSER

ADCN	DRAWING NO.	SHT.
1	65-4298	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE DIMS. INDICATED BELOW IN ZN A4

ASSY NO	DIM "A" ±.01	DIM "B"	DIM "X"	DIM "Y"
-81	3.070	~~3.120~~ 3.128	.030	.035
-83	3.050	~~3.120~~ 3.128	.035	.050
-85	~~3.000~~ 2.957	~~3.120~~ 3.128	~~.025~~ .050	.1250
-87	2.950	~~3.120~~ 3.128	.1250	.054
-89	3.820	~~3.905~~ 3.899	.064	.025
-91	~~4.190~~ 4.177	~~4.224~~ 4.231	.054	.000

▷ NO PARTS MADE - PART NUMBERS NOT CHANGED

				WORK PRESS. PSI		NUMBER / TUBE ASSY	REQD	NUT / END FITTINGS PER TUBE ASSY	SLEEVE	REQD	ZONE	SHT / ZONE CODE	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH

BAC 924 E-R2

July 12, 1957

TRANSPORT DIVISION GR[illegible]HIC AIDS WEEKLY REPORT

<u>707</u>

The following new and revised transparencies were released during the week ending June 27, 1957.

NEW

121-22-6	PB-20D Autopilot Rudder Control Circuit
121-23-1	Electronic Rack Electrical Cooling Circuit
121-21-40	Cabin Pressurization - Rate Control and Jet Pump Operation
121-73-10	Fuel Pressure Indicating System Schematic
121-21-39	Cabin Pressurization - Safety Relief Operation
121-77-1	Engine Pressure Ratio System Schematic
436-21-25	Pressurization System

REVISED

121-21-24	Rev B	Turbocompressor Operational Flow Diagram
121-22-1	Rev A	PB-20D Autopilot Power Supply
121-26-1	Rev C	Engine Fire Detector
138-21-25	Rev A	Pressurization System
121-21-25	Rev D	Pressurization System

The following Art Orders and Change Art Orders were received during the week ending June 27, 1957.

ART ORDERS

121-SP15	Selected 707 Systems Chart (2)
121-26-6	Engine Fire Switch Schematic

CHANGE ART ORDERS

121-82-1	Rev C	Engine Water Injection System
121-27-15	Rev A	Wing Flap System Schematic
121-82-3	Chg 1	Water Pump and Drain Valves
121-79-5	Chg 1	Engine Oil Tank
121-24-26	Chg 2	Radio and T-R Circuit Breaker Panel (P5)

During the week ending June 27, 1957 additional time was requested for incorporation of the following Master Changes on Graphic Aids Transparencies.

MC	HOURS	MC	HOURS
460-4	10	445-4	35
460-5	10	448	20
460-6	10	508-3	140
460-8	10	508-2	140
460-9	10	496-23	35
659-23	20	496-22	35
560-3	30		

TOTAL -- 505

707 STATUS

Backlog Status as Follows:	NUMBER	ESTIMATED HOURS TO COMPLETE
Art orders unassigned	14	840
Art orders in work	69	2070
Change A.O. unassigned	1	20
Change A.O. in work	5	50
Customer A.O. unassigned	2	100
Customer A.O. in work	13	260
Customer C.A.O. in work	1	10

Total Hours - 3350

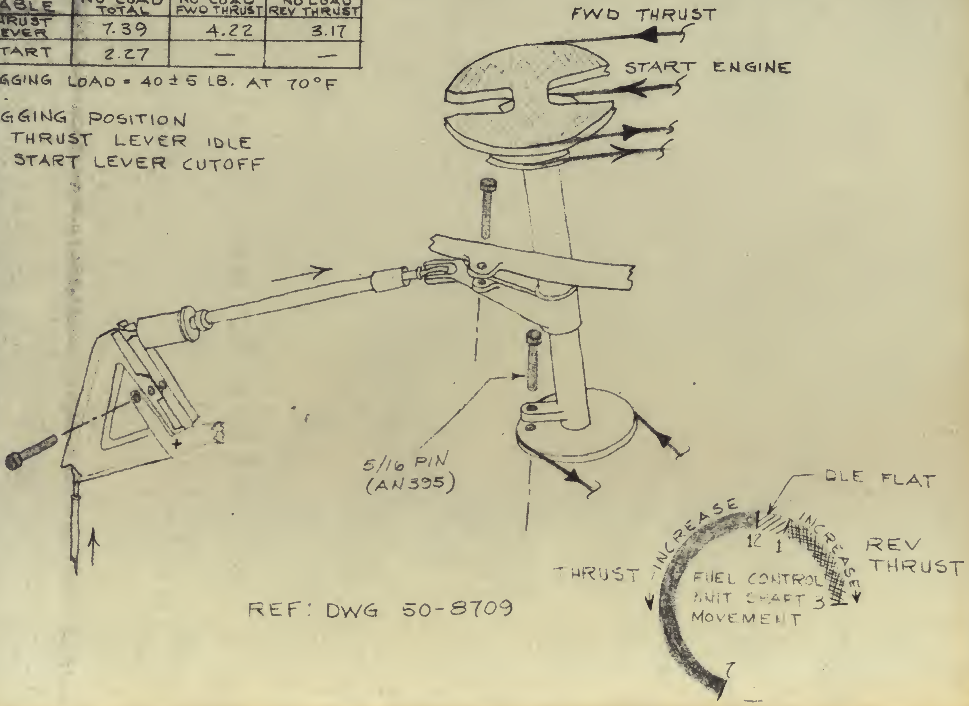
D D True

D. D. True
Graphic Aids Group

CABLE TRAVEL			
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

RIGGING LOAD = 40 ± 5 LB. AT 70°F

RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF

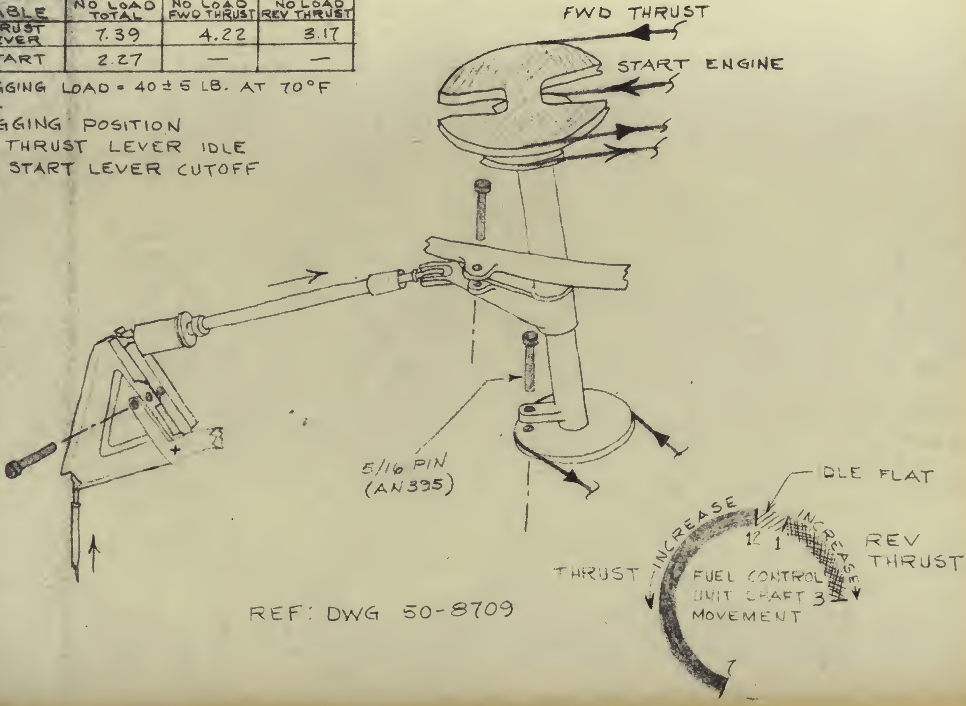


REF: DWG 50-8709

CABLE TRAVEL			
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

RIGGING LOAD = 40 ± 5 LB. AT 70°F

RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF

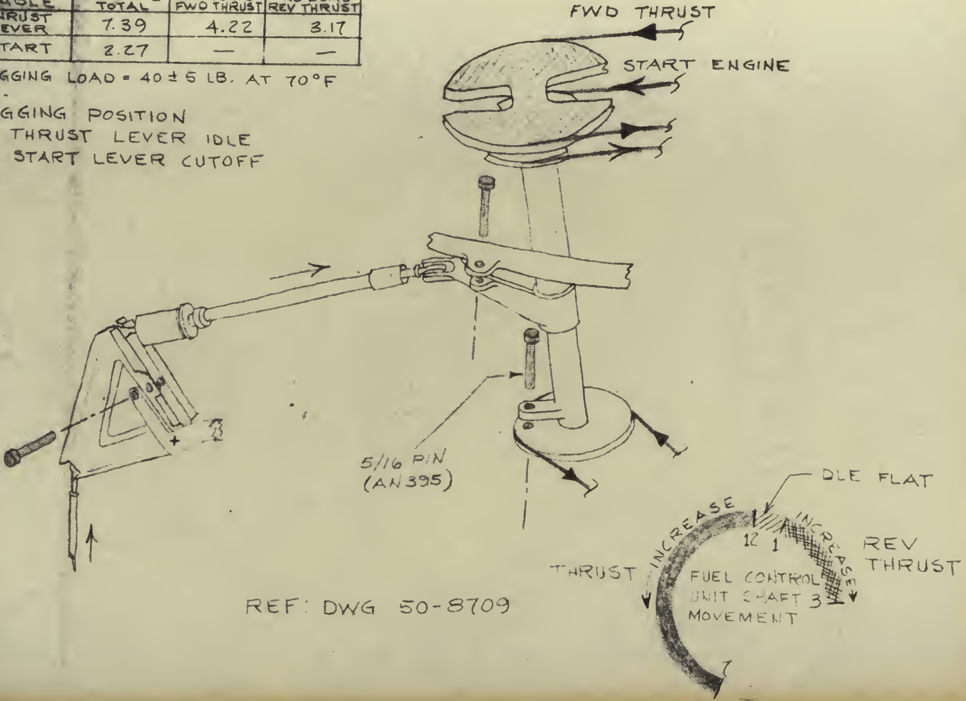


REF: DWG 50-8709

CABLE TRAVEL			
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

RIGGING LOAD = 40 ± 5 LB. AT 70°F

RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF

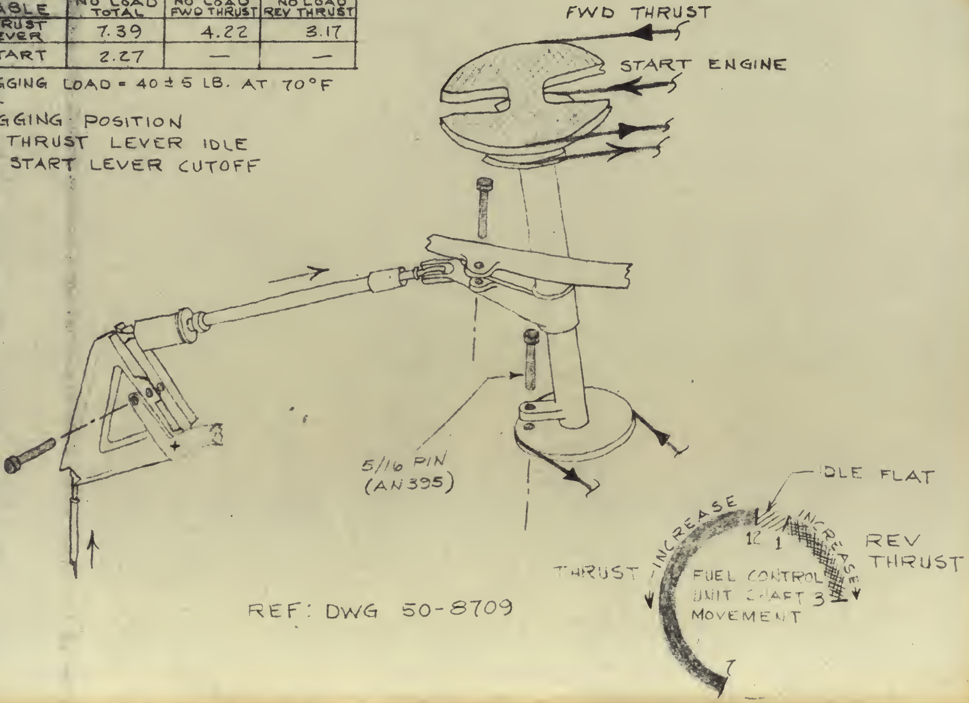


REF: DWG 50-8709

CABLE TRAVEL			
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

RIGGING LOAD = 40 ± 5 LB. AT 70°F

RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF

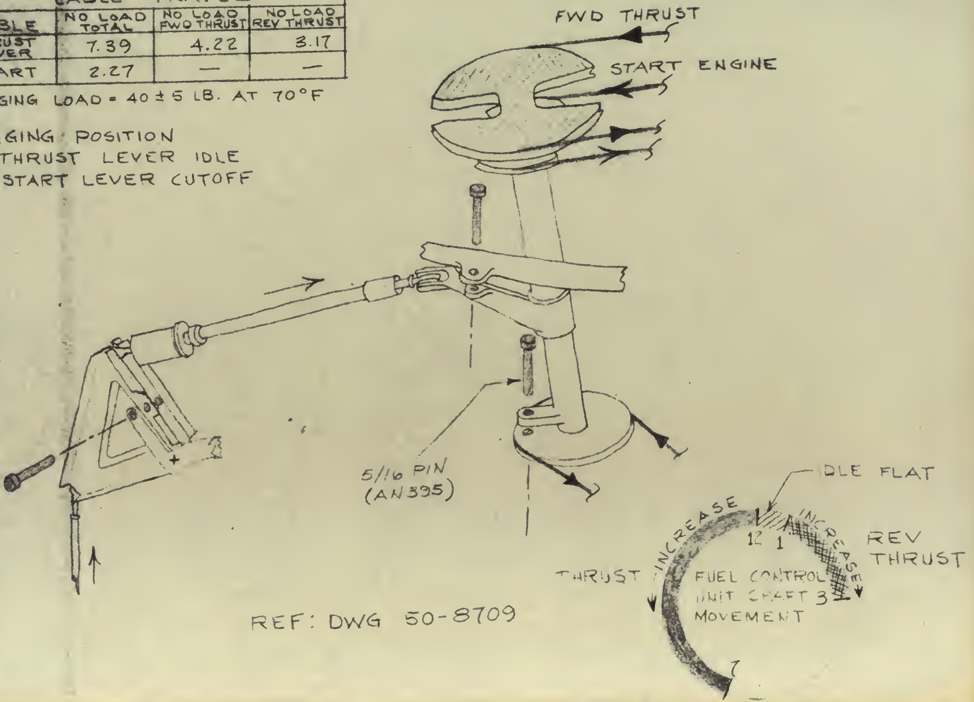


REF: DWG 50-8709

CABLE TRAVEL			
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

RIGGING LOAD = 40 ± 5 LB. AT 70°F

RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF

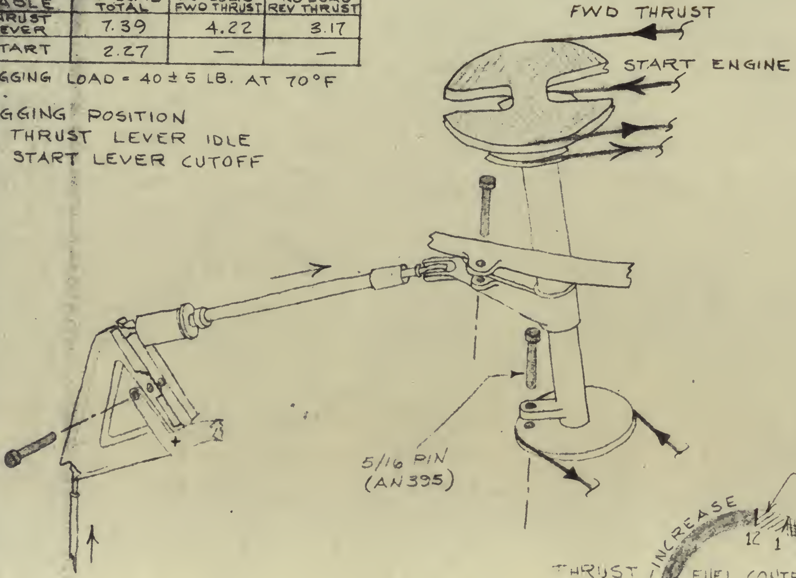


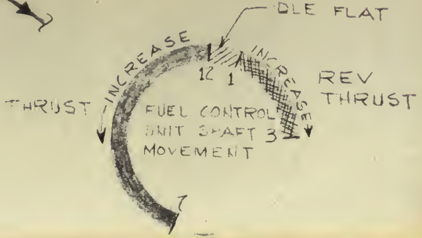
REF: DWG 50-8709

CABLE TRAVEL			
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

RIGGING LOAD = 40 ± 5 LB. AT 70°F

RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF



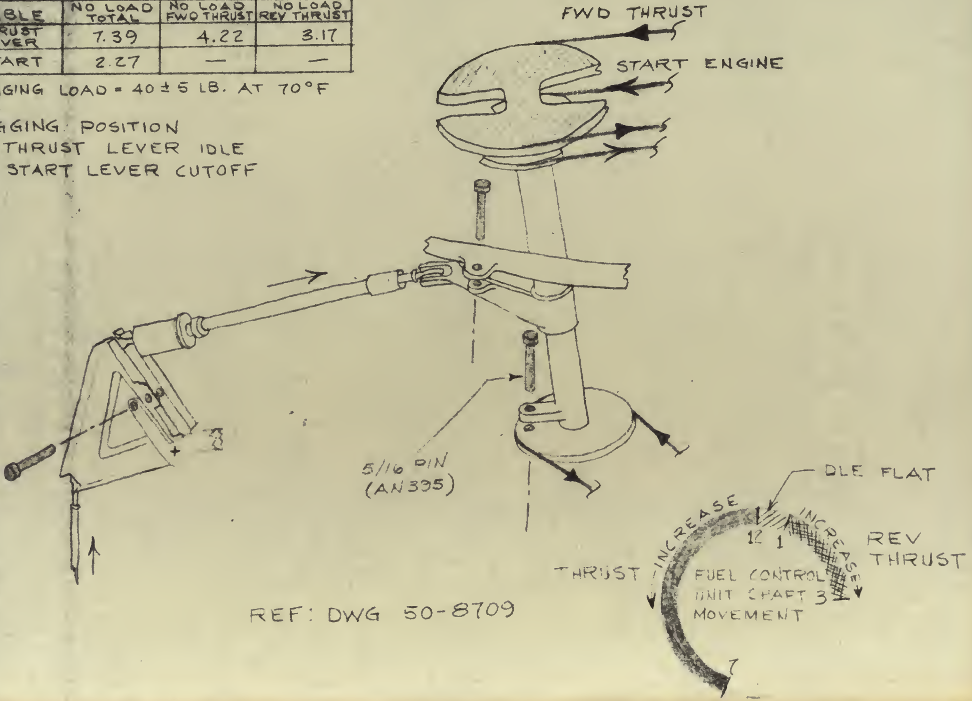


REF: DWG 50-8709

CABLE TRAVEL			
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

RIGGING LOAD = 40 ± 5 LB. AT 70°F

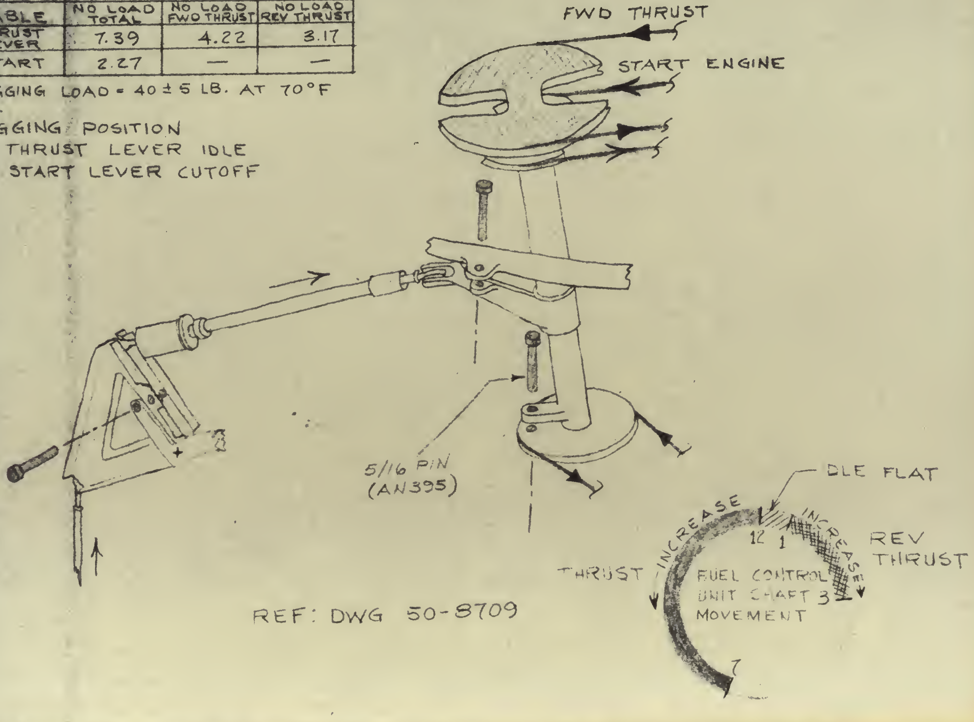
RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF



CABLE TRAVEL			
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

RIGGING LOAD = 40 ± 5 LB. AT 70°F

RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF



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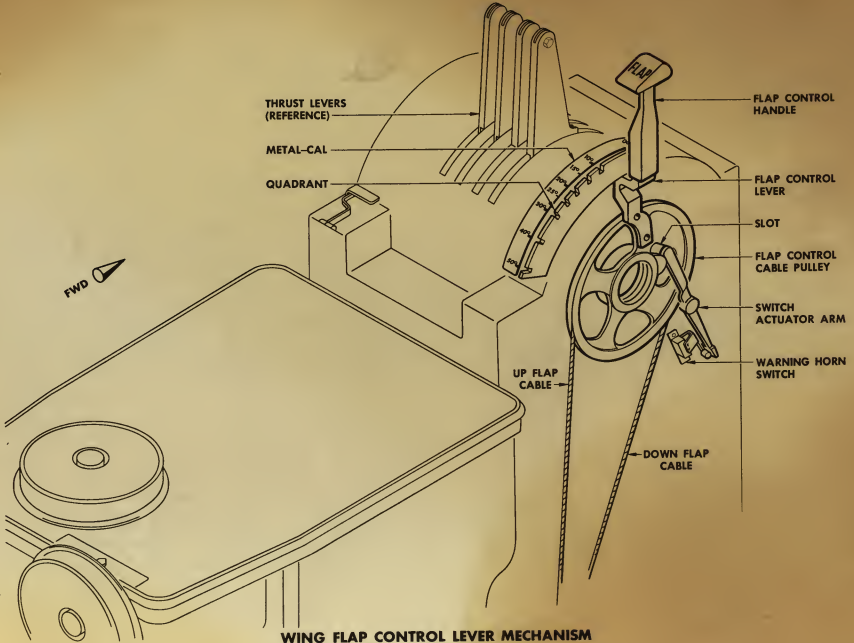
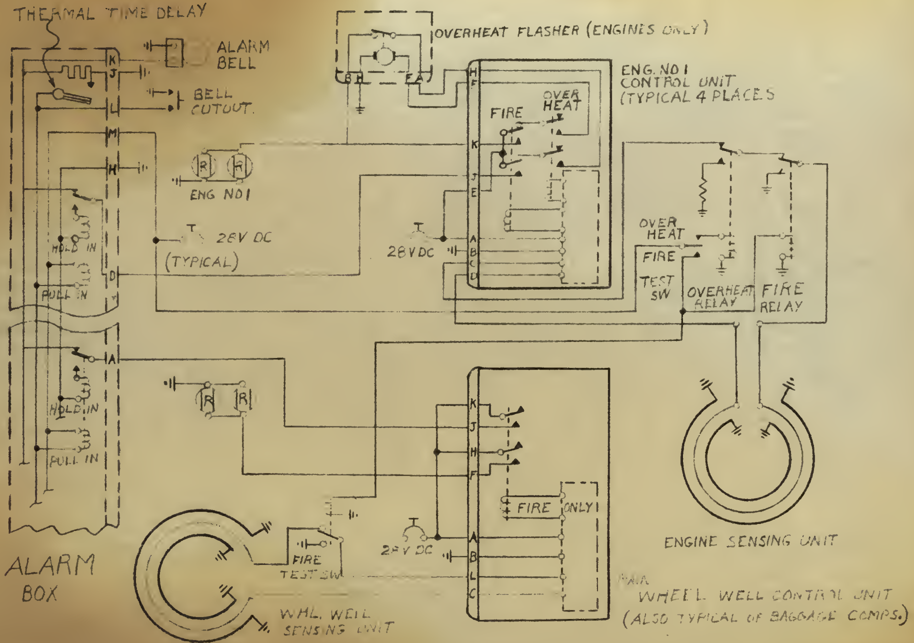
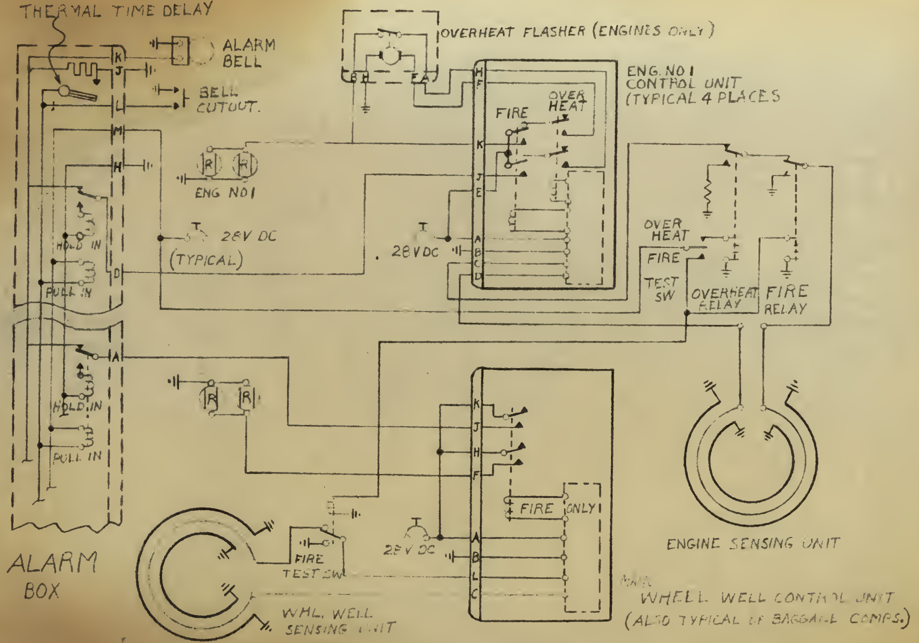


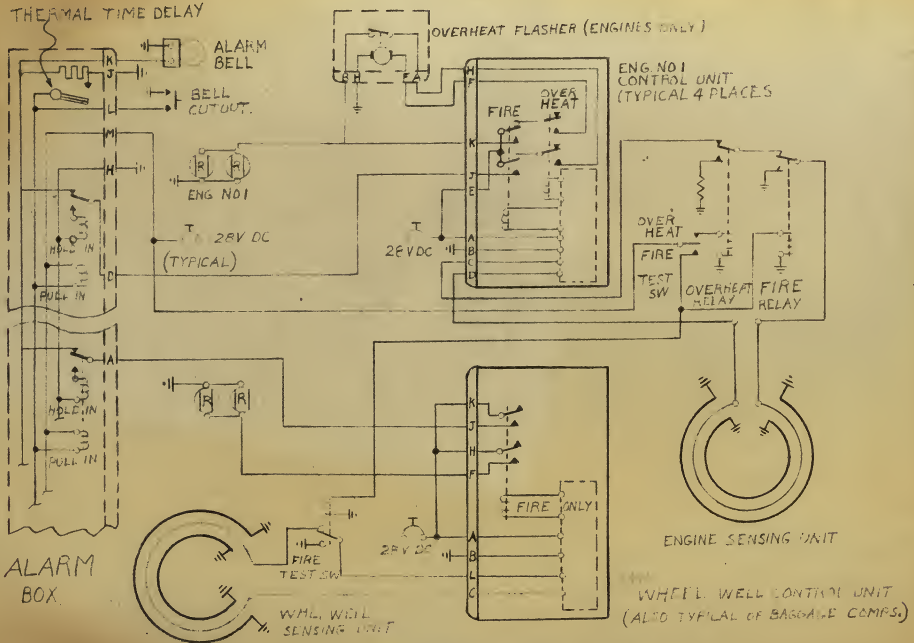
WING FLAP CONTROL LEVER MECHANISM



AIRPLANE FIRE DETECTION (SCHEMATIC)



AIRPLANE FIRE DETECTION (SCHEMATIC)



AIRPLANE FIRE DETECTION (SCHEMATIC)

July 12, 1957

TRANSPORT DIVISION GRAPHIC AIDS WEEKLY REPORT

707

The following new and revised transparencies were released during the week ending July 11, 1957.

NEW

121-31-8	Pilots' Instrument Panel - Center and Right Shield
121-25-14	Forward Lavatory Compartment
121-23-12	Audio Selector Panel - Microphone Switching
121-31-7	Pilots' Instrument Panel - Left
121-23-4	Essential Electronic and Radio Power Distribution
121-31-9	Pilots' Instrument Panel - Right
707-138	Page 21 - Fuel Tank Arrangement
707-138	Page 29 - Pressurization System
138-82-4	Engine Driven Water Injection Pump
123-21-8	Vapor Cycle System Installation
121-23-13	Interphone Amplifier - Telephonics 20035
121-22-4	PB-20D Autopilot Elevator Control Circuit I
121-82-3	Water Pump and Valve Details
123-28-27	Pressure Fueling Station
120-26-5	Engine Fire Extinguishing System
121-25-9	Cargo Webbing

REVISED

121-82-1	Rev C	Engine Water Injection System
121-32-14	Rev A	Main Landing Gear Actuator Schematic
121-35-1	Rev B	Oxygen System

The following Art Orders and Change Art Orders were received during the week ending July 11, 1957.

120-34-10	Bendix Flight Director System -2
120-34-11	Bendix Flight Director System -3
120-34-12	Bendix Flight Director System -4
120-34-13	Bendix Flight Director System -5
120-34-14	Bendix Flight Director System -6
120-34-15	Bendix Flight Director System -7
328-25-5	Interior Arrangement
328-SP-16	Cover Page (Front) Air France Brochure
329-SP-16	Cover Page (Front) Sabena Brochure
328-SP-17	Back Cover Page - Air France Brochure
329-SP-17	Back Cover Page - Sabena Brochure
328-6-1	Principal Dimensions-AF Brochure
329-6-1	Principal Dimensions-Sabena Brochure
328-25-5	Interior Arrangement-AF Brochure
329-25-5	Interior Arrangement-Sabena Brochure
328-25-6	Control Cabin Arrangement-AF Brochure
329-25-6	Control Cabin Arrangement-Sabena Brochure
328-51-1	Section Breakdown AF Brochure
329-51-1	Section Breakdown Sabena Brochure
138-91-1	Typical Flight Profile Sydney to Nadi (Brochure)
121-25-30	Passenger Service Unit
121-25-31	Passenger Service Unit Details

CHANGE ART ORDERS

121-24-24	Rev B	115V AC Circuit Breaker Panel No. 3(P3)
121-24-22	Rev A	28V Service and 115V AC Circuit Breaker Panel No. 1 (P1)
121-28-8	Rev A	Fuel Tank Removable Component Seals
121-24-23	Chg 1	115V AC Circuit Breaker Panel No. 2 (P2)
121-24-25	Chg 1	115V AC Circuit Breaker Panel No. 4 (P4)
121-24-27	Chg 1	Essential 28V Circuit Breaker Panel (P6)
121-24-28	Chg 1	28V AC Circuit Breaker Panel (P7)

During the week ending July 11, 1957 additional time was requested for incorporation of the following Master Changes on Graphic Aids transparencies.

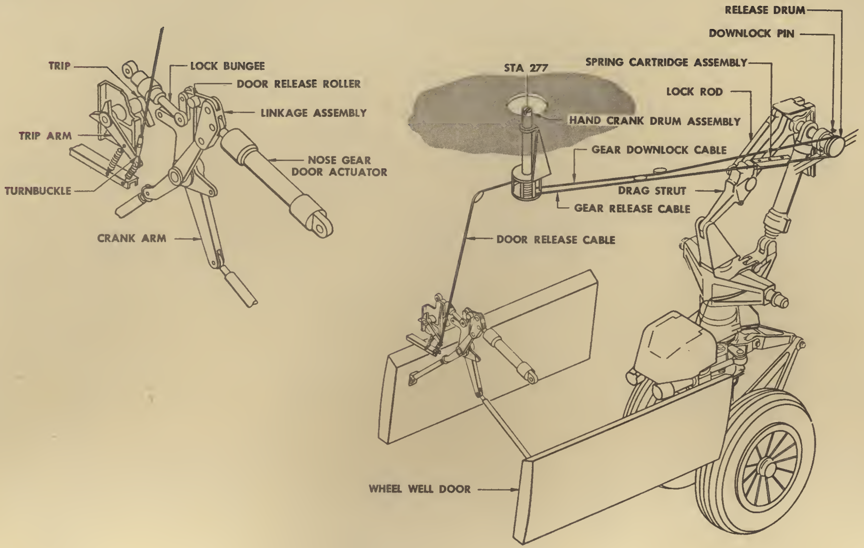
MC	HOURS
733	20
517-3	55
264-1	20
496-7	215
TOTAL ----	310

707 STATUS

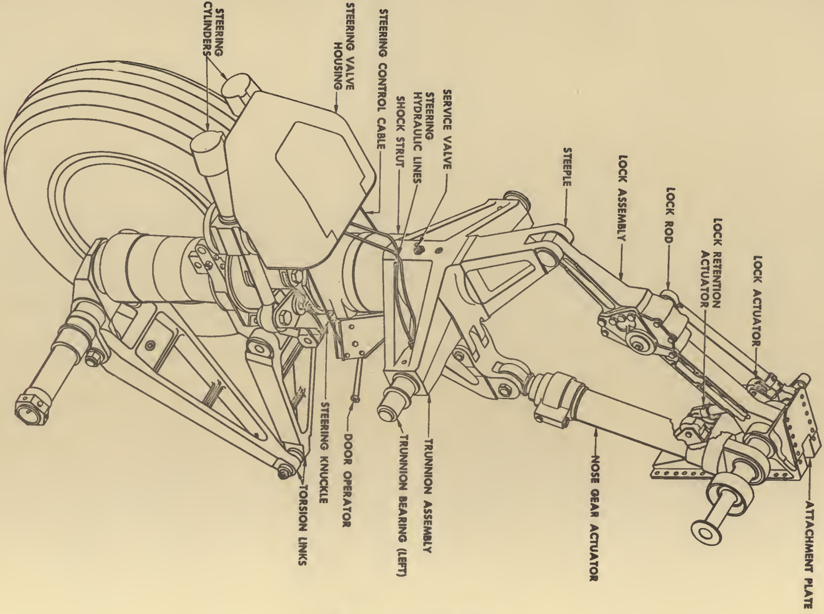
Backlog Status as Follows:	NUMBER	ESTIMATED HOURS TO COMPLETE
Art orders unassigned	9	540
Art orders in work	70	2100
Change A.O. unassigned	1	20
Change A.O. in work	7	70
Customer A.O. unassigned	8	240
Customer A.O. in work	22	440
Customer C.A.O. in work	1	10
	Total Hours -	3420

D. D. True

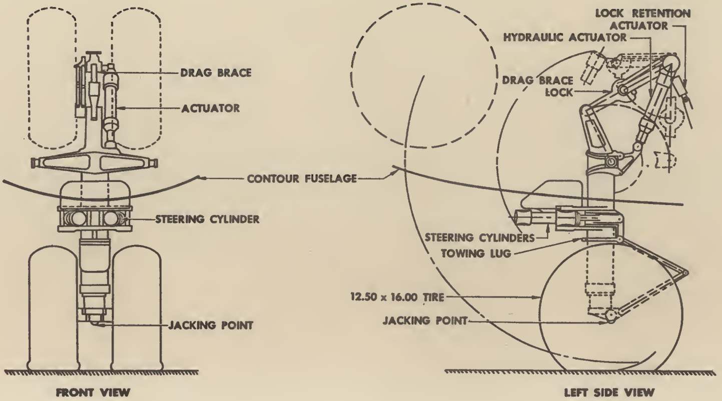
D. D. True
Graphic Aids Group



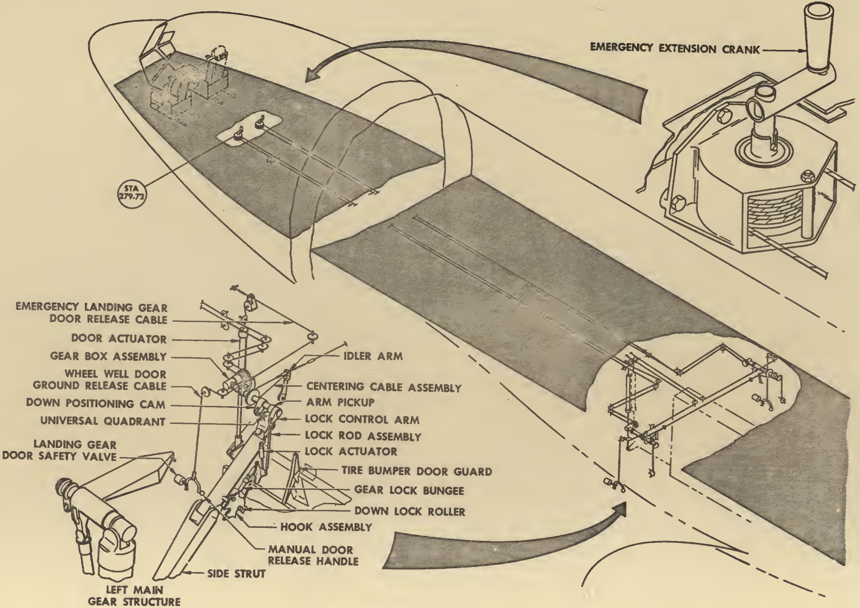
EMERGENCY NOSE GEAR AND DOOR RELEASE



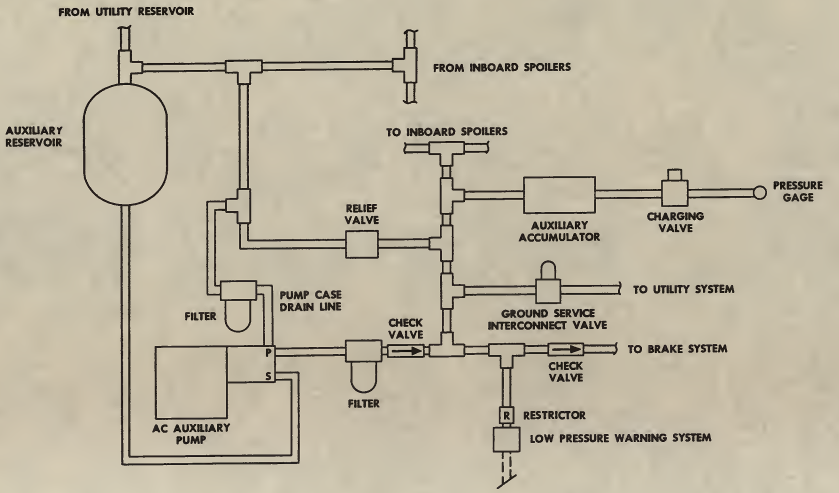
NOSE GEAR STRUCTURE


DRAG BRACE
ACTUATOR
CONTOUR FUSELAGE
STEERING CYLINDER
JACKING POINT
FRONT VIEW
LOCK RETENTION ACTUATOR
HYDRAULIC ACTUATOR
DRAG BRACE LOCK
STEERING CYLINDERS
TOWING LUG
12.50 x 16.00 TIRE
JACKING POINT
LEFT SIDE VIEW

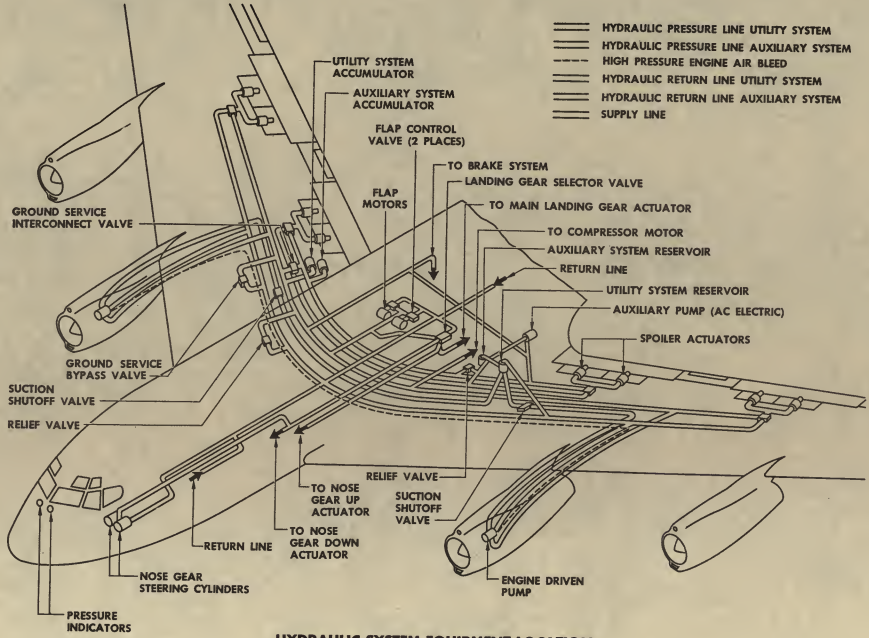
NOSE GEAR



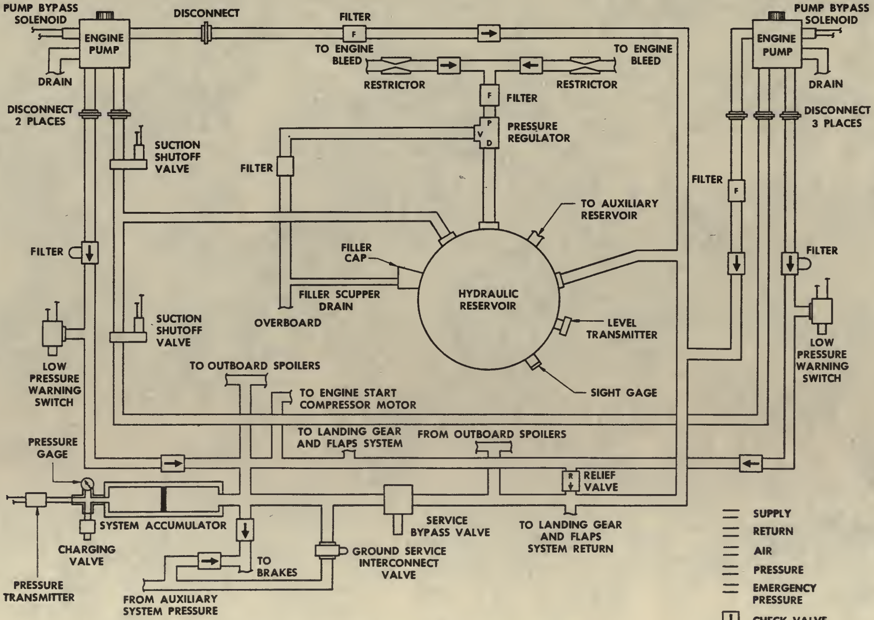
MAIN GEAR EMERGENCY EXTENSION SYSTEM



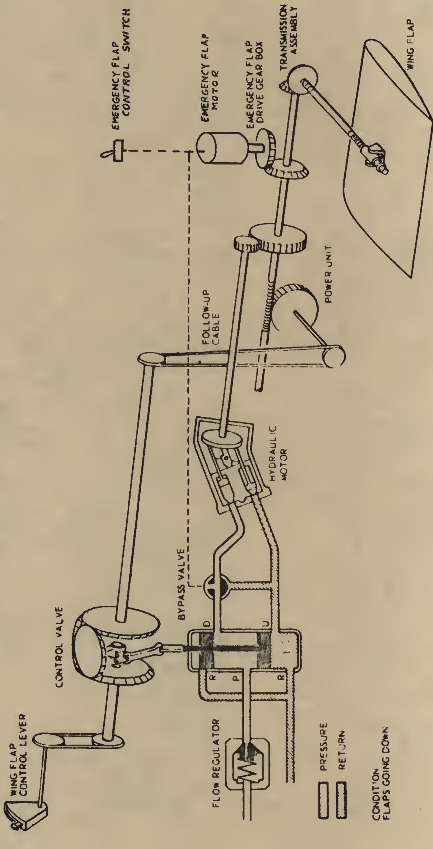
AUXILIARY HYDRAULIC PRESSURE SYSTEM



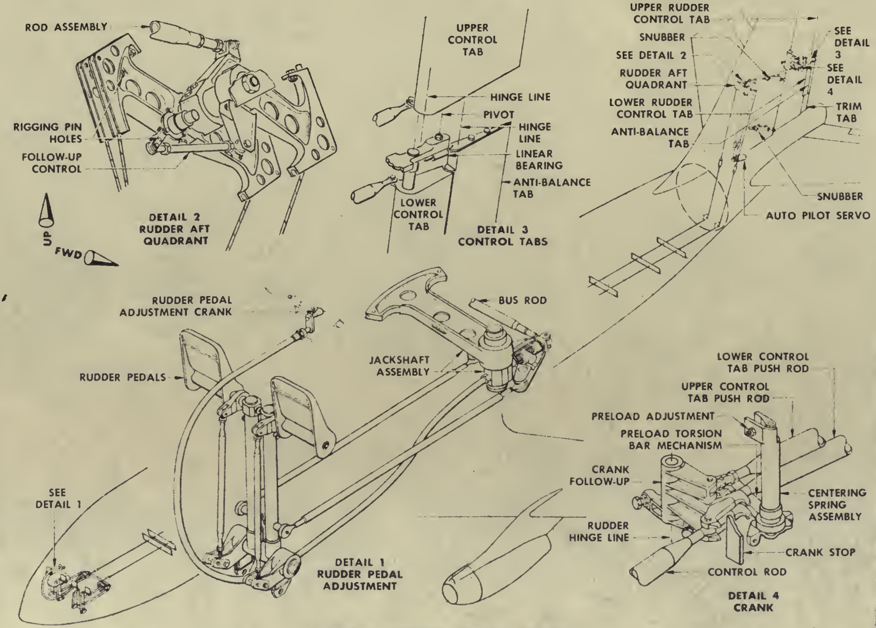
HYDRAULIC SYSTEM EQUIPMENT LOCATION



UTILITY HYDRAULIC PRESSURE SYSTEM



Wing Flap System Schematic



RUDDER CONTROL SYSTEM DETAILS

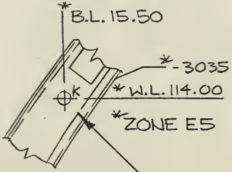
6-20 IT NOT PROCESS

MODEL 707		8-7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE		COWL PANEL ASSY L.H. SIDE ENGINE NACELLE DWG. TITLE
R. MATTESON DRAFTED		7-30-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. PRR 10087	ADCN R1-3 / DRAWING NO. 5-85637 / SHT. 100
CHECKED DARTON		B/P GROUP ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO. 71	
STRESS HECHT	6/10/57		TO INSURE POSITIVE LOCATION OF REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)	SEC. NO.	
APPROVED E. Burkard	6/10/57	P PROD. INFO.		1 THRU 199	
APPROVED J. Hodgkinson	6/12/7			301 THRU 1999 CHG. EFF.	

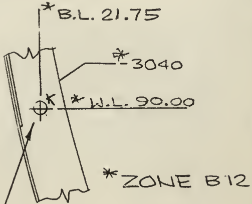
ADCN

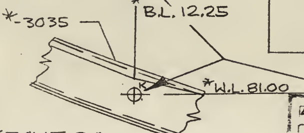
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:



THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG.
R1-2	1A	5-85637
R1-1	3A	
R1-2	3A	
R1-2	4A	
R1-3	4A	
R1-4	4A	
R1-1	100	
R1-2	100	5-85637



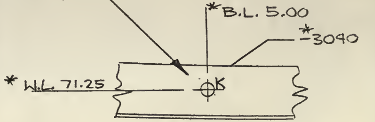


*(ADD COORDINATING HOLES)

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC ☑ 707

CHECKED	Blakeslee	7/24/57
CHECKED		
APPROVED	J.E. Larson	7/25/7

*ZONE B4
*STA. 205.00



*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

*ZONE A10
*STA. 125.04

FOR KC-135 SEE ADCN R1-11 S/5 ON 5-85637

AH 7/29/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS 2-7000

TABLE OF CONTENTS

Table of Contents (Continued)

b

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 1 OF ___ PAGES.
MAIN LANDING GEAR LH AND RH	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION ______ DATE APPROVED ______

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Wheel Bearings	R	MIL-L-3545	Hand Pack	8	At tire change	Clean axle and bearing of old grease. Repack bearing and grease bearing cup only. Apply no grease to hub. (Drawing 50-5530)
2	Exposed inner cylinder piston surface	SS	MIL-O-5606	Noted	-	Post Flight	Wipe clean and apply a light film of oil.
3	Truck Pivot	P	MIL-G-3278	Gun	2	#1	1 zerk fitting on each side of inner cyl. fork (Drawing 50-9710)
4	Torsion Links	P	MIL-G-3278	Gun	6	#1	3 zerk fittings on each link (Upper and lower)(Drawing 50-9723)
5	Centering Cylinder Assy	P	MIL-G-3278	Gun	2	#1	Zerk fitting in end of each attaching bolt. (Drawing 50-9760)
6	Snubber Assembly	P	MIL-G-3278	Gun	2	#1	Zerk fitting in end of each attaching bolt. (Drawing 50-9760)
7	Brake Collar	P	MIL-G-3278	Gun	[illegible]	#1	2 zerk fittings in each [illegible] collar (Drawing 90-8658)

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 4 OF ___ PAGES
MAIN LANDING GEAR LH AND RH	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION ______ DATE APPROVED ______

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
22	Crank Assembly Lock	P	MIL-G-3278	Gun	1	#1	Zerk Fitting (Drawing 9-63252)
23	Link Assembly, Crank to hook connecting link	ND	MIL-G-3278	Gun	2	#1	Flush Type (Drawing 6-73382)
24	Hook Assembly Support structure	P	MIL-G-3278	Gun	2	#1	Zerk Fitting (Drawing 5-85682) for lubrication at hook pivot point.
25	Bungee, lock	SS	MIL-G-3278	Gun	2	#1	Flush Type (Drawing 66-4092)

p1

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	
NOSE LANDING GEAR	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	PAGE NO. 7 OF ___ PAGES MFGRS. NO. D6-1539 DATE LAST REVISION ___ DATE APPROVED ___

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Wheel Bearings	R	MIL-G-2545	Hand Pack	4	At tire change	Clean axle and bearing of old grease. Repack bearing and grease bearing cup surface only. Apply no grease to hub. (50-5531).
2	Exposed inner cylinder piston surface	SS	MIL-O-5606	Noted	-	Post Flight	Wipe clean and apply a light film of oil. Drawing (5-83069 Sht. 1A)
3	Lock Assembly (Drag brace & lock rod)	P	MIL-G-3278	Gun	6	#1	5 exposed flush type fittings and 1 flush type inside of drag brace accesible only by removing plug in side plate (Drawing 65-4829).
4	Oleo to drag brace	P	MIL-G-3278	Gun	2	#1	2 zerk fittings in steeple of outer cylinder (Dwg. 65-4854).
5	Torsion Links	P	MIL-G-3278	Gun	4	#1	3 zerk fittings on lower link and 1 on upper link.(Drawing 5-72334).
6	Connecting Link towing and steering, nose gear	P	MIL-G-3278	Gun	1	#1	Flush fitting (Drawing 90-5288)

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ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 25 OF __ PAGES
CONTROL SYSTEM AILERON - OUTBD	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D6-1539 DATE LAST REVISION ____ DATE APPROVED ____

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
11	Bevel Gear Shaft Brg.	B	MIL-O-5606	Oil Bath	1 LH 1 RH	Overhaul	Used in oil filled box. (Dwg. 5-87199)
12	Bevel Gear Brg.	BD	MIL-O-5606	Oil Bath	1 LH 1 RH	Overhaul	Used in oil filled box. (Dwg. 5-87199)
13	Lockout Mech. Gearbox	SS	MIL-O-5606	Can	1 LH 1 RH	Overhaul	Maintain oil level at fill plug. (Dwg. 5-87199)
14	Torque Tube Splined Joints	SS	MIL-G-3278	Hand	2 LH 2 RH	Overhaul	Clean & lubricate all splined joints. Wipe off excess. (Dwg. 9-49684)
15	Lockout Mech. U-Joints	--	MIL-L-7870	Hand	1 LH 1 RH	Overhaul	Apply a light coat of lubricant (Dwg. 6-72441)
16	Bevel Gear Splined Joints	SS	MIL-G-3278	Hand	1 LH 1 RH	Overhaul	Clean & lubricate all splined joints. Wipe off excess. (Dwg. 5-87199)
17	Brg. Retainer	--	MIL-G-4343	Hand	1 LH 1 RH	Overhaul	Light coat prior to instl. (Dwg. 6-72442)
18	Seal Plate	--	MIL-G-4343	Hand	1 LH 1 RH	Overhaul	Light coat prior to instl. (Dwg. 9-61767)
19	Cables, Pulleys & Pres. Seals						Refer to Page 11

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ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 34 OF ___ PAGES
CONTROL SYSTEM RUDDER TRIM (50-8706)	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION ___ DATE APPROVED ___

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Brake Mechanism	-	MIL-G-3278	Hand	1	Overhaul	Disassemble, wipe clean & grease plate teeth rachet plunger, spring & saturate felt washer with grease. Avoid getting lubri. on brake surfaces. (Dwg. 9-48057.)
2	Act. Support Brgs. (In Hsng.)	B	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 50-6294.)
3	Cable Drum Brg	B	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 60-2873.)
4	Brake Plate Brg.	B	MIL-G-3278	Prepacked	3	None	Prepacked Brg. (Dwg. 50-6294.)
5	Rudder Trim Rod End Brg.	BD	MIL-G-3278	Prepacked	3	None	Prepacked Brg. (Dwg. 9-67646-6, 9-48057.)
6	Linkage Arm Brgs.	B	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 50-6311 on 5-97693.)
7	Actator Screw	BS	MIL-G-3278	Hand	1	#4	Wipe clean apply light coat of grease, operate one cycle & wipe off excess (Dwg. 50-6294.)
8	Cables, Pulleys & Press. Seals						Refer to Page 11.
9	Tab Damper Crank Brg.	B	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 69-5752.)

ITEM OR COMPONENT
CONTROL SYSTEM
SPOILER - INBOARD (50-8701)

DETAIL LUBRICATION LIST FOR 707 AIRPLANES
BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

MFGRS. NO. D 6-1539
DATE LAST REVISION 1/1/58
DATE APPROVED ________

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Follow-up Crank Brgs	B	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brg. (Dwg. 5-97095, 60-2739).
2	Differential Support Arm Brgs.	B	MIL-G-3278	Prepacked	4 LH 4 RH	None	Prepacked Brg. (Dwg. 5-97628).
3	Spring Cartridge Rod End Brg.	BD	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brg. (Dwg. 90-2906).
4	Spring Cartridge	SS	MIL-G-3278	Hand	1 LH 1 RH	Overhaul	Disassemble, wipe clean and grease control rod & ID of casing (Dwg. 90-2906).
5	Valve Crank Arm Brg	B	MIL-G-3278	Prepacked	3 LH 3 RH	None	Prepacked Brg. (Dwg. 90-1512.)
6	Valve Spring Swivel Bushing	SS	MIL-L-7870	Can	1 LH 1 RH	#4	Apply few drops (Dwg. 30-3551).
7	Linkage Rod End Brg	BD	MIL-G-3278	Prepacked	8 LH 8 RH	None	Prepacked Brgs. (Dwg. 5-98321, 5-97095, 5-98319.)
8	Cables, Pulleys & Pressure Seals						Refer to Page 11.
R 9	Control Valve Inbd	B	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brgs. (Dwg. 50-6875.)
		B	MIL-O-5606 or Skydrol "500" (as Applicable)	Can	1 LH 1 RH	Overhaul	With slide in any position, fill gear box to level .75 ± .10 in. below surface of vent plug boss. Refill if level drops 1.25 in. below boss. (Dwg. 65-7018, 50-6875, 5-98319).

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 40 OF ___ PAGES
CONTROL SYSTEM SPOILER - OUTBD (50-8701)	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION 11-18-57 DATE APPROVED ________

	ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
	1	Spring Cartridge Rod End Brg.	BD	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brgs. (Dwg. 90-2906).
	2	Spring Cartridge	SS	MIL-G-3278	Hand	1 LH 1 RH	Overhaul	Disassemble, wipe clean & grease control rod and ID of casing (Dwg. 90-2906).
	3	Valve Crank Arm Brgs	B	MIL-G-3278	Prepacked	3 LH 3 RH	None	Prepacked Brgs. (Dwg. 90-1512, 5-98386).
	4	Valve Spring Swivel Brg.	SS	MIL-L-7870	Can	1 LH 1 RH	#4	Apply few drops (Dwg. 30-3551).
	5	Diff. Support Arm Brgs.	B	MIL-G-3278	Prepacked	4 LH 4 RH	None	Prepacked Brgs. (Dwg. 6-84607, 5-98304).
	6	Linkage Rod End Brgs	BD	MIL-G-3278	Prepacked	9 LH 9 RH	None	Prepacked Brgs. (Dwg. 50-1514, 5-98304).
	7	Idler Arm Brgs.	B	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brgs. (Dwg. 9-67067).
	8	Follow-up Arm Brgs.	B	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brgs. (Dwg. 9-67511, 50-1514).
	9	Cables, Pulleys & Pressure Seals						Refer to Page 11.
R	10=	Control Valve Outbd	B	MIL-O-5606 or Skydrol "500" (As Applicable)	Can	1 LH 1 RH	Overhaul	With slide in any position, fill gear box to level .75 ± .10 in. below surface of vent plug boss. Refill if level drops 1.25 in. below boss. (Dwg. 50-6875, 65-7018, 5-98386).
			B	MIL-G-3278	Prepacked	2 LH 2 RH	None	

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 42 OF ___ PAGES
ENGINE CONTROL SYSTEM (50-8709)	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D6-1539 DATE LAST REVISION ___ DATE APPROVED ___

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Engine Start Shaft Brgs.	B	MIL-G-3278	Prepacked	8 (2/eng.)	None	Prepacked Brgs. (Dwg. 65-2318, 65-2445).
2	Eng. Throttle Control Shaft Brgs.	B	MIL-G-3278	Prepacked	8 (2/eng.)	None	Prepacked Brgs. (Dwg. 65-2318, 65-2445.)
3	Fuel Shutoff Valve Rod End Brgs.	BD	MIL-G-3278	Prepacked	8 (2/eng.)	None	Prepacked Brgs. (Dwg. 65-6416.)
4	Eng. Start Control Rod End Brgs.	BD	MIL-G-3278	Prepacked	16 (4/eng.)	None	Prepacked Brgs. (Dwg. 69-2944, 60-2943, 69-2942.)
5	Switch Reset Cam Brg.	B	MIL-G-3278	Prepacked		None	Prepacked Brgs. (Dwg. 65-2173).
6	Switch Reset Cam	SS	Dry Film	-		None	No lubrication necessary. (Dwg. 65-2173)
7	Thrust Reverser Control Shaft Brgs.	B	MIL-G-3545	Hand	8 (2/eng.)	None	Remove seals, clean & repack (Dwg. 65-2942, 65- 2867.)
8	Eng. Start Control Rod Brg.	BD	MIL-G-3278	Prepacked	4	None	Prepacked Brgs. (Dwg. 69-2943.)
9	Eng. Throttle Contrl. Drum Brg.	B	MIL-G-3278	Prepacked	4	None	Prepacked Brgs. (Dwg. 65-2868.)
10	Eng. Throttle Control Pulley Brgs.	B	MIL-G-3278	Prepacked	8	None	Prepacked Brgs. (Dwg. 69-2594.)

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	
CONTROL SYSTEM WING FLAP	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	PAGE NO. 46 OF ___ PAGES MFGRS. NO. D6-1539 DATE LAST REVISION 11-18-57 DATE APPROVED 1/7/58

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Valve Support Brgs	B	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brgs. (Dwg. 5-97267.)
2	Cable Drum Crank Brgs	B	MIL-G-3278	Prepacked	2 RH only	None	Prepacked Brgs (Dwg. 5-95874 on 65-6889).
3	Linkage Rod End Brgs	BD	MIL-G-3278	Prepacked	4	None	Prepacked Brgs. (Dwg. 5-97267).
4	Flap Position Transmitter Arm Brg.	B	MIL-G-3278	Prepacked	1 LH only	None	Prepacked Brg. (Dwg. 66-3515 on 5-97267).
5	Cable Pulleys & Pressure Seals						Refer to page 11.
R 6	Flap Control Valves	B	MIL-O-5606 or Skydrol 500 (As Applicable)	Can	2	overhaul	With slide in any position, fill gear box to level .75 ± .10 in. below surface of vent plug boss. Refill if level drops 1.25 in. below boss. (Dwg. 50-6875, 5-97267).

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ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 47 OF ___ PAGES
CONTROL SYSTEM FLAP DRIVE (50-8708)	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D6-1539 DATE LAST REVISION 11-18-57 DATE APPROVED ______

	ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
R	1	Power Unit Brgs	B	MIL-O-5606	Oil Bath	6/unit	Overhaul	Used in oil filled box (1 unit LH, 1 unit RH) (Dwg. 5-88130).
R	2	Power Unit	SS	MIL-O-5606	Oil Bath	1 LH 1 RH	#4	Check oil level and fill to oil level limits indicated.(Dwg. 5-88130).
	3	Ball Screw Transmission	SS	MIL-O-5606	Oil Bath	5 LH 5 RH	#4	Maintain oil level with fill plug (Dwg. 5-84049).
	4	Ball Screw Transmission Brgs	B	MIL-O-5606	Oil Bath	5/unit		Used in oil filled box (1 unit LH 1 unit RH)(Dwg. 5-84049.)
	5	Ball Screw	SS	MIL-L-7870	Brush	5 LH 5 RH	#4	Wipe clean, apply light film of oil, operate one cycle and wipe off excess (Dwg. 5-84049).
	6	Fillet Flap Trans. Support Bushings	P	MIL-G-3278	Gun	2 LH 2 RH	#4	Flush Fitting (1 fitting per bushing) (Dwg. 5-97896).
	7	Fillet Flap Ball Screw Trunnion Supp. Bushings	P	MIL-G-3278	Gun	2 LH 2 RH	#4	Flush fitting (1 fitting per bushing)(Dwg. 5-84049).
	8	Flap Transm. Supp. Bushings	P	MIL-G-3278	Gun	8 LH 8 RH	#4	Flush fitting (1 fitting per bushing)(Dwg. 5-84049).

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ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	
CONTROL SYSTEM FLAP DRIVE (50-8708)	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	PAGE NO. 48 OF ___ PAGES MFGRS. NO. D 6-1539 DATE LAST REVISION ___ DATE APPROVED ___

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
9	Flap ball screw trunnion support bushings	P	MIL-G-3278	Gun	8 LH 8 RH	#4	Flush Fitting (Dwg. 5-84049).
10	Fillet flap takeoff gearbox brgs.	B	MIL-O-5606	Oil Bath	6/box	#4	Used in oil filled box (2 gear boxes)(Dwg. 5-96770 on 5-96771).
11	Fillet Flap T.O. Gearbox	SS	MIL-O-5606	Oil Bath	1 LH 1 RH	#4	Check to see that oil is level with fill plug.(Dwg. 5-96770 on 5-96711.)
12	Flap Angle Gearbox BRGS.	B	MIL-O-5606	Oil Bath	4/box	#4	Used in oil filled box (2 gear boxes)(Dwg. 5-96771).
13	Flap Angle Gearbox	SS	MIL-O-5606	Oil Bath	1 LH 1 RH	#4	Check to see that oil is level with fill plug. (Dwg. 5-96711).
14	Double Angle Fillet Flap Gearbox Brgs.	B	MIL-O-5606	Oil Bath	8/box	#4	Used in oil filled box (2 gear-boxes)(Dwg. 5-97896.)
15	Double Angle Fillet Flap Gearbox	SS	MIL-O-5606	Oil Bath	8/box	#4	Check to see that oil is level with fill plug(Dwg. 5-97896).
16	Outbd Torque Tube Support Brgs. (W.S. 615) (W.S. 360)	B	MIL-G-3278	Prepacked	6 LH 6 RH	None	Prepacked Brgs. (Dwg. 50-8708).
17	Offset Gearbox Brgs	B	MIL-O-5606	Oil Bath	5/Box	#4	Used in oil filled box (2 gear boxes)(Dwg. 5-84048).

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ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	
CONTROL SYSTEM FLAP DRIVE (50-8708)	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	PAGE NO. 49 OF ___ PAGES MFGRS. NO. D6-1539 DATE LAST REVISION ___ DATE APPROVED ___

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
18	Offset Gearbox	SS	MIL-O-5606	Oil Bath	1 LH 1 RH	#4	Check to see that oil is level with fill plug (Dwg. 5-84048).
19	Position Transmitter Brgs.	B	MIL-G-3278	Prepacked	2/unit	None	Prepacked Brgs (Dwg. 5-87819).
20	Torque Tube Splined Joints	SS	MIL-G-3278	Brush	All	#4	Clean & lubricate all splined joints. Wipe off excess (Dwg. 50-8708).
21	Outbd Torque Tube Support Brgs. (W.S. 615 & 360)	RD	MIL-G-3278	Gun	6 LH 6 RH	#4	Flush Fittings (Dwg. 5-73142, 5-73143).
22	Inbd. Torque Tube Support Brgs. (W.S. 252)	RD	MIL-G-3278	Gun	2 LH 2 RH	#4	Zerk Fitting (Dwg. 5-95624, on 4-5157).
23	Cables						Refer to Page 11.

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ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 52 OF ___ PAGES
ELEVATOR	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION ______ DATE APPROVED ______

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Typical Elevator Control Tab Hinge Brgs.	BD	MIL-G-3278	Prepacked	8	None	Prepacked Bearing (Dwg. 5-87157)
2	Elevator Control Tab Inboard Hinge Brgs.	R	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 5-87157).
3	Elevator Control Tab Outboard Hinge Brgs.	B	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 5-87157).
4	Typical Elevator Hinge Brgs.	RD	MIL-G-3278	Gun	10		Flush Fitting (Dwg. 6-83193).
5	Elevator Thrust Hinge (Inbd. Hinge of Elevator)	RD	MIL-G-3278	Gun	1		Zerk fitting (Dwg. 9-65805).
6	Elevator - Stab. Actuated Tab Piano Hinge	PH	Dry Film		2	None	No lubrication necessary (Dwg. 5-96311).
7	Elevator Balance Panel Piano Hinges	PH	Dry Film		10	None	No lubrication necessary. (Dwg. 5-97214 thru 5-97218).
8	Elevator Balance Panel Support Link Brgs.	R	MIL-G-3278	Prepacked	40	None	Prepacked Brgs. (Dwg. 5-97214 Thru 5-97218.)
9	Elevator Snubber Assy.	RD	MIL-G-3278	Gun	2	Overhaul	Flush Fitting (Dwg. 50-1571).

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 56 OF ___ PAGES
RUDDER	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION ___ DATE APPROVED ___

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
9	Support Bearing Upper End of Control Tab & Lwr End of Stability Tab (Tab Actuator Hinge)	RD	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 5-95502 & 5-95503).
10	Stability Tab Upper Hinge Brg.	B	MIL-G-3278	Prepacked	1	None	Prepacked Brg. (Dwg. 5-95503.)
11	Stability Tab Typical Hinge Brgs.	BD	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 5-95503.)
12	Trim Tab Piano Hinge	PH	Dry Film		1	None	No lubrication necessary. (Dwg. 5-95501.)
13	Rudder Balance Panel Links	R	MIL-G-3278	Prepacked	20	None	Prepacked Brg. (Dwg. 65-97658)

NOT PROCESS

MODEL 707	5/7-30-57 DWG. REC. CLK.	COWL PANEL ASSY L.H. SIDE ENGINE NACELLE — DWG. TITLE
DRAFTED R. MATTESON 6/3/57	RELEASE	ADCN R1-2 — DRAWING NO. 5-85637 — SHT. 3A
CHECKED DARTON	B/P GROUP ROHR 4-1386 REQUESTED	ISSUE NO. PRR 10087
STRESS HECHT 6/19/57		CHG. NO. 71
APPROVED E. Burkart 6/14/57	PROD. INFO.	SEC. NO.
APPROVED G. Hodgkins		CHG. EFF. 1 THRU 199, 301 THRU 1999

BOEING AIRPLANE COMPANY

ADCN — ADVANCE DRAWING CHANGE NOTICE

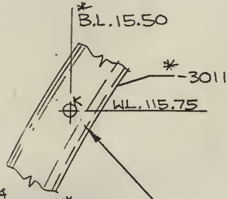
THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

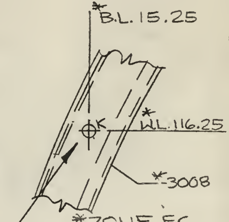
REASON: TO INSURE POSITIVE LOCATION OF IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)

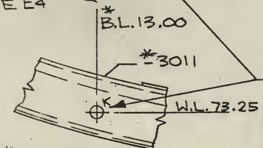
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:



THIS CHG INCOMPLETE WITHOUT		
ADCN	SHT	DWG.
RI-2	1A	5-85637
R1-1	3A	
R1-2	4A	
R1-3	4A	
R1-4	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85637

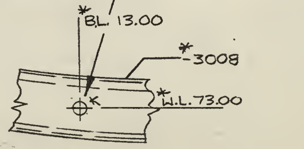




(ADD COORDINATING HOLES)

☑ B. RELEASED ☐ KC-135
☐ CANCELED BY BAC ADC ☑ 707

CHECKED Blakeslee 7/18/57
CHECKED
APPROVED E. Larson 7/25/57



*ZONE A6
*STA 117.64

* ADCN REF.

P ▷ EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-12 S/3 ON 5-85637

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

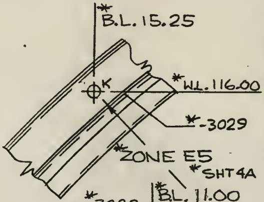
BAC 924 C-R5 — 2-7000

6-20-41 NOT PROCESS

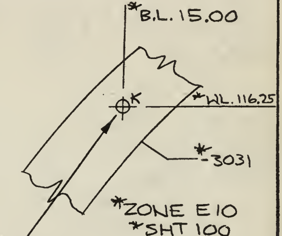
MODEL 707		7-31-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN		COWL PANEL ASSY L.H. SIDE ENGINE NACELLE — DWG. TITLE
R. MATTESON DRAFTED		7-7-30-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. PRR 10087	ADCN R1-4 · DRAWING NO. 5-85637 · SHT. 4A
CHECKED DARTON	6/7/57	7-30-57 B/P GROUP	☐ DEVIATION ☒ VARIATION	CHG. NO. 71	ADCN R1-1 · DRAWING NO. 5-85637 · SHT. 100
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	REASON: TO INSURE POSITIVE LOCATION OF IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG FACILITY)	SEC. NO. 1 THRU 199, 301 THRU 1899 CHG. EFF.	
APPROVED E.C. Burhart	6/10/57	P PROD. INFO.			
APPROVED G. Hodgkin	6/12/57				

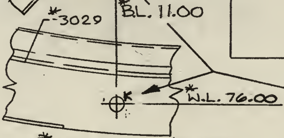
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:



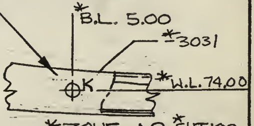
THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG.
R1-2	1A	5-85637
R1-1	3A	
R1-2	3A	
R1-2	4A	
R1-3	4A	
R1-2	100	
R1-3	100	5-85637





(ADD COORDINATING HOLES)

☑ BAC RELEASED ☐ KC-135	☐ CANCLD BY BAC ADC. ☑ 707
CHECKED	Blakeslee 7/24/57
CHECKED	
APPROVED	E. Larson 7/25/57



* ADCN REF.

P ▷ EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN'S R1-11 S/4 & R1-9 S/5 ON 5-85637

HP 7/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

(6-?-?) NOT PROCESS

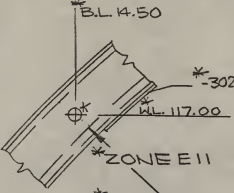
MODEL 707	DWG. REC. CLK. 7-30-57	**BOEING AIRPLANE COMPANY**	DWG. TITLE: COWL PANEL ASSY L.H. SIDE ENGINE NACELLE
DRAFTED R. MATTESON	RELEASE	**ADVANCE DRAWING CHANGE NOTICE** (ADCN)	ISSUE NO. PRR 10087
CHECKED DARTON	B/P GROUP ROHR 4-1386 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ADCN R1-2 · DRAWING NO. 5-85637 · SHT. 4A
STRESS HECHT 6/10/57		☐ DEVIATION ☒ VARIATION	CHG. NO. 71
APPROVED [signature] 6/10/57	▷P PROD. INFO.	TO INSURE POSITIVE LOCATION OF REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)	SEC. NO. 1 THRU 199
APPROVED [signature]			CHG. EFF. 301 THRU 1999

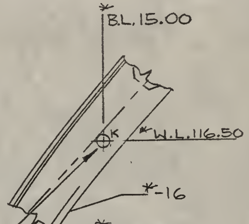
A
D
C
N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

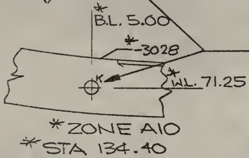
ADD COORDINATING HOLES AS SHOWN BELOW:

THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG
R1-2	1A	5-85637
R1-1	3A	|
R1-2	3A	|
R1-3	4A	|
R1-4	4A	|
R1-1	100	|
R1-2	100	|
R1-3	100	5-85637

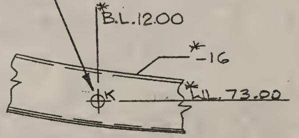




*(ADD COORDINATING HOLES)



☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC. ☑ 707
CHECKED Blakeslee 7/24/57
CHECKED
APPROVED J.E. Larson 7/25/57



*ADCN REF.

▷P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-9 S/4 ON 5-85637

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

1-20 6T

MODEL 707		DWG. REC. CLK. 7-11-57	
DRAFTED WILLARD DALE	7/2/57	RELEASE 7-12-57 / 7-15-57 mh	
CHECKED [signature]	7/9	B/P GROUP G. DREW 6-7000	
STRESS E.B. Keller	7-9-7	REQUESTED	
APPROVED M. Donaldson	7/10/57		
APPROVED [signature] 7/10		PROD. INFO.	

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

REASON: TO PROVIDE SUPPORT FOR THRUST REVERSER CONTROL BRACKET

ISSUE NO. 10826

CHG. NO. PRR

SEC. NO. 74

1-199 &

301-1999

CHG. EFF.

DWG. TITLE: LOWER SPAR INSTL. OUTBD NAC. STRUT

ADCN	DRAWING NO.	SHT.
14	8-8122	1A
22	8-8122	2A

ADCN 55 42

PARTS LIST ZONE	REPLACES	-3000 B	-3000 A	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	V	V	1	69-5434-2	STIFFENER	B5					
	NEW	V	V	1	69-5434-3	STIFFENER	C5					
		~~X~~ V	~~X~~ V	~~2~~ 1	6-72030-3	STIFFENER ANGLE	B8					
	6-72030-3	V	V	1	66-5025	STIFFENER	A6					
	NEW	V	V	1	-3030	DOUBLER	C5	.040 × .85 × 4.50	3	-	F-8.05	R

CHANGE P/L AS SHOWN ABOVE ON SHT 1A

ON SHT 2A:

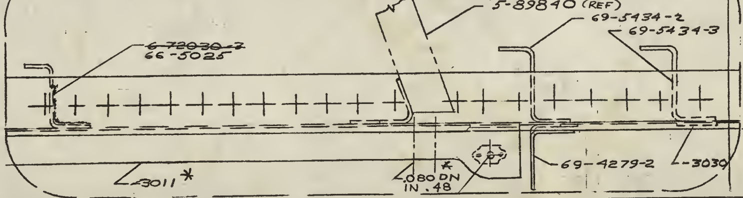
ADD 69-4279-2, 66-5025, 69-5434-2 & 69-5434-3 PER S.V. ⑧

ADD DOUBLER -3030 PER S.V. ⑧

DELETE 6-72030-3 & CHANGE 6-72030-3 TO 66-5025 PER S.V. ⑧

* NAC STA 210

STICKER VIEW ⑧



REWORK EXISTING PARTS SALVAGE 6-72030-3

* ADCN REF

HP 7/10/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

1-76 2T

MODEL 707		D7-11-57 DWG. REC CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. A
B. HANSON DRAFTED	7/9/57	BW 7-12-57 RELEASE	☐ DEVIATION ☐ VARIATION	CHG. NO. C C C
CHECKED	7/9	7-15-57 B/P GROUP	REASON: TO PROVIDE SUPPORT FOR THRUST REVERSER CONTROL BRACKET	SEC. NO. 74
STRESS		E. KEEFER 6-7000 REQUESTED		1-199 &
Donaldson APPROVED	7/9	**		301-1999 CHG. EFF.
APPROVED 7/10		PROD. INFO.		

LOWER SPAR INSTL OUTBD STRUT

DWG. TITLE

ADCN	DRAWING NO.	SHT.
17	8-8122	1A

ADCN

PARTS LIST ZONE	REPLACES	B -3000	A -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
3-13	—	✓	✓	~~1~~	~~-2012~~							
3-12		✓	✓	~~1~~	~~-3005~~							
	-2012	✓	✓	1	-3011	FAIRING SUPPORT	$A4_{100}$	.04×2.6×32.0	12	—	F10.10	R
	-3006	✓	✓	1	-3012	OPP-3011	$B4_{100}$					
*	~~60-2811~~	✓	✓	~~1~~	~~69-4279~~	~~FAIRING SUPPORT~~	~~$A1_{100}$~~					
17	60-2811	✓	✓	1	69-4279-2	FAIRING SUPPORT	$B5_{2A}$	C *				
CHG P/L AS SHOWN ABOVE C												
	NEW	✓	✓	1	-3015	DOUBLER	$A7_{100}$	.063×5.3×9.4	3	—	F-8.05	R
	-3006	✓	✓	1	-3016	FAIRING SUPPORT	$B6_{100}$	.04×3.6×22.	12	—	F-10.10	R
	-3005	✓	✓	1	-3013	FAIRING SUPPORT	$A7_{100}$	.04×3.6×25.	12	—	F-10.10	R
3-3	—	✓	✓	~~1~~	~~-3003~~							
	-3003	✓	✓	1	-3014	WEB	$A6_{100}$	.05×14.5×21.8	3	—	F-8.05	R
5-39		~~✓~~ ✓	~~✓~~ ✓	~~23~~ 31	LC-R6	COLLAR-LOCK BOLT (BAC-C30A-R6)	$A4_{100}$		8			
	NEW	✓	✓	8	ALPPH-T6-3	LOCK BOLT (BAC-B30AL-6-3	$A4_{100}$		8			
5-38		~~✓~~ ✓	~~✓~~ ✓	~~4~~ 6	LC-R8	COLLAR-LOCK BOLT (BAC-C30A-R8	$A4_{100}$		8			
	NEW	✓	✓	2	ALPPH-T8-6	LOCKBOLT (BAC-B30AL-8-6)	$A4_{100}$		8			
	NEW	✓	✓	2	52LHTA 521-048	NUTPLATE-FLOATING (BAC-N10LC-A45	$A7_{100}$		7			
	NEW	✓	✓	1	66-3859	STIFFENER-ANGLE	$A4_{100}$					

** REWORK EXISTING PARTS- USE EXISTING RIVET LOC IN SPAR CHORDS, EXCEPT BETWEEN NAC STA 141.5 & STA 149.5 SCRAP 60-2811

CHG P/L AS SHOWN ABOVE

NOTE: SEE ADCN 16 SHT 2A & ADCN 9 SHT 1A

ADD TO FLAG NOTES AS SHOWN BELOW
SEE SHT 100 FOR SUPPLEMENTAL INFO., FASTENER LOC PER SHT 2A EXCEPT AS SHOWN, PART NUMBERS PER SHT 100

CANCEL ADCN # 8

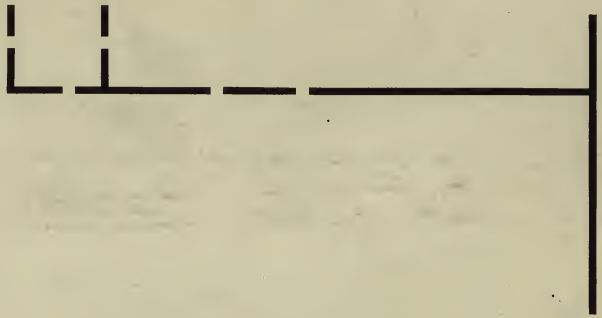
A PRR 10275
C PRR 10520 C PRR 10826

* ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

AP 7/10/7 2-7000

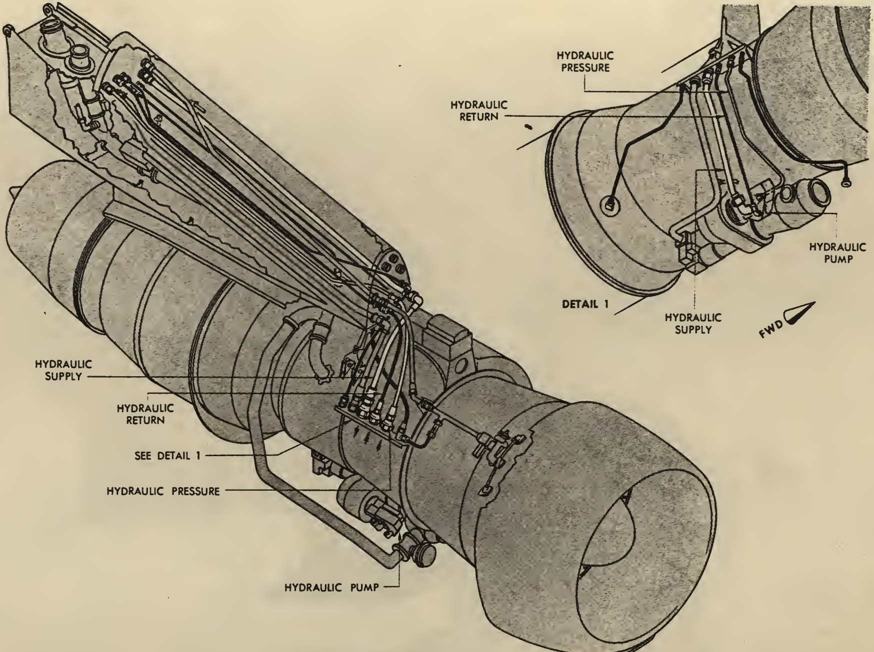
BAC 224 C-R5



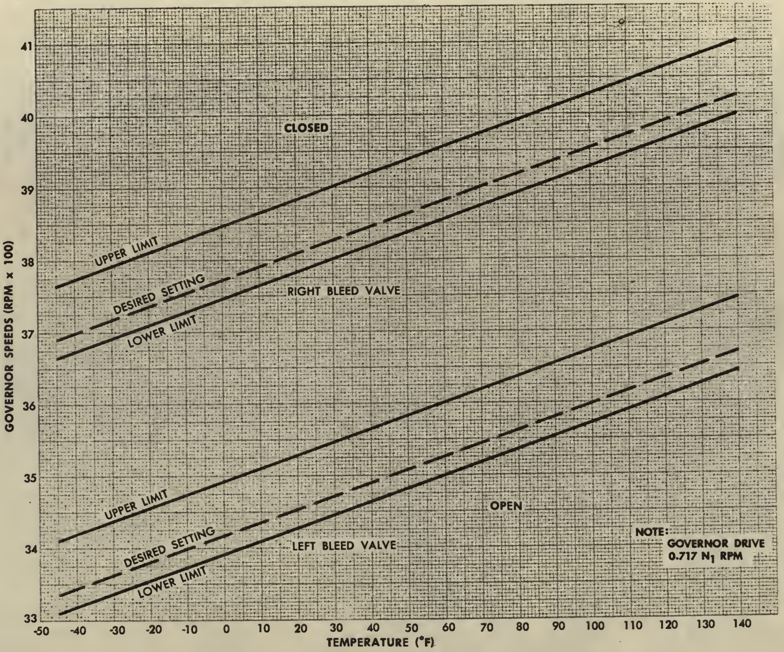
7K1 REV A

FRAME NO. B

YELLOW PLATE OF 3



NACELLE HYDRAULIC INSTALLATION



ENGINE COMPRESSOR BLEED VALVE OPERATING LIMITS

4. Toilet System

A. The toilet is an improved, flushing type unit installed above the floor in the lavatory compartments. The toilet has a minimum capacity of 17 gallons in the space above the tank bottom and below the bottom of the upper bowl. The tank (sump) is made of stainless steel and has a bottom sloped and shaped to enable complete drainage and cleaning of toilet waste out through the drain connection. The toilet bowl is shaped for flush cleaning after each usage and is colored to be compatible with the dye used. A top cover forms the top of the toilet tank. It is attached in a manner that will allow its removal for maintenance and yet form an absolute seal against leakage of the toilet contents. A silicone separator is located in the region between the toilet bowl and tank to prevent the passenger viewing the contents. It also prevents tank contents from sloshing up out of the toilet bowl during flight or landing. The separator is cleaned by flushing of the toilet. A standard home type toilet seat and lid are used. A special handle on the seat and lid facilitate raising and lowering. Only toilet assemblies of the same part number are interchangeable.

B. Flushing Pump and System

The flushing system consists of an electrically driven pump, flushing ring and orifices. Flushing media is recirculated toilet liquid treated with deodorant, disinfectant and dye. Momentarily pressing a flush valve after each usage of the toilet causes the entire toilet bowl and separator to be flushed clean of solid material, toilet seat covers and paper. The toilet completes the flushing cycle and turn-off with no further action by the operator. The toilet cannot be flushed when a person is seated on the toilet seat. The flushing cycle is interrupted if the seat is loaded before the cycle is completed. The pump will drain when the toilet is drained to prevent freezing.

C. Ventilation

A connection on the toilet permits ventilation of the air volume above the liquid level in the toilet tank. During flight ventilation air normally enters under the toilet seat, passes down through the toilet bowl through the ventilation connection and then through plumbing to the outside of the airplane. A maximum cabin pressure differential of 8.6 psi will result in a ventilating rate of 40 cu/ft/min. The ventilation connection is so located that fluids cannot pass through with the ventilating air.

D. Drain Valve and Outlet

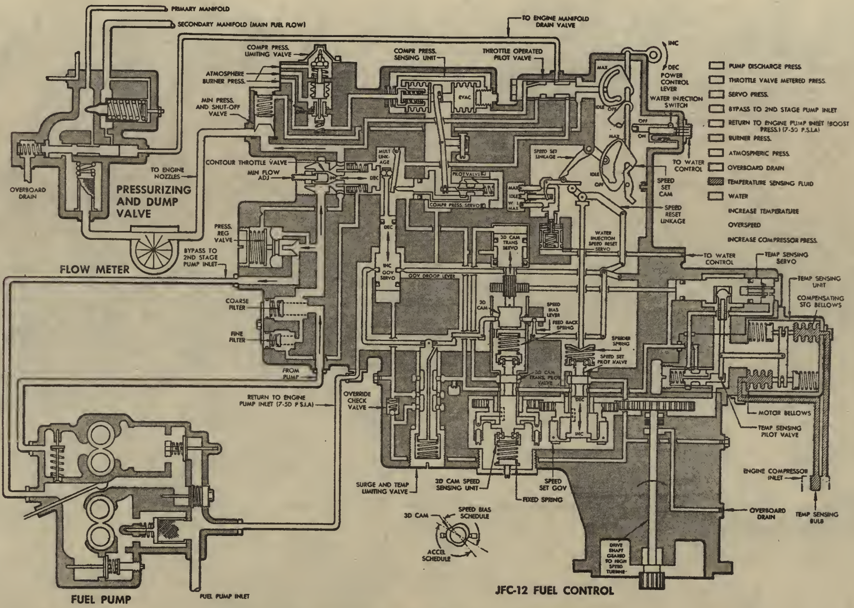
An internal bulb type valve is installed in each toilet to seal the toilet tank drain outlet. The valve mechanism is completely enclosed and protected from toilet wastes. A cable control connection is provided for drainage of toilet wastes from the tank when actuated on the ground from a remote panel.

E. Cleansing Spray System

A cleansing spray system enables the toilet bowl and tank interior to be thoroughly flushed out. A connection on the tank permits cleansing solution to be pumped through the system from the toilets service panel on the outside of the airplane through a one inch heavy wall polyethelene pipe. The cleansing system is used to charge the toilet tank with clean deodorant, disenfectant and dye solution.

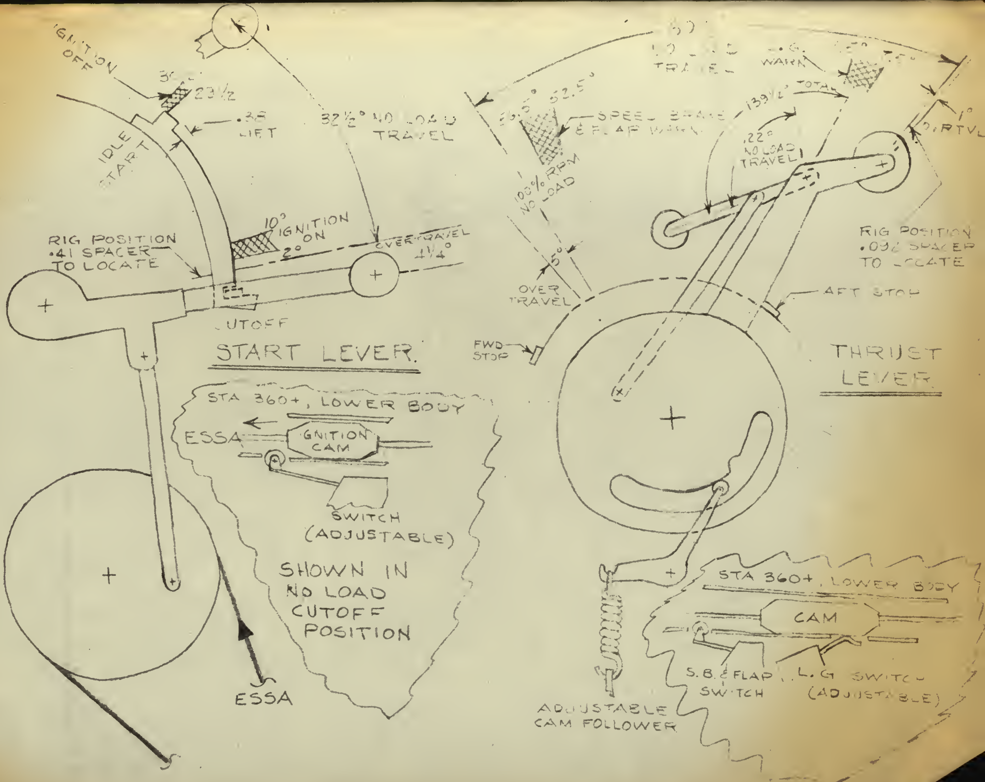
F. Ground Servicing

The toilets service panel accesses are located at approximately station 304, right side, for the forward toilets and at approximately station 1393, bottom center, for the aft toilets. Each service panel contains a drain connection, two flush line connections and two flush handles which are cable connected to the toilet valves. The connection fittings are equipped with cap covers.



ENGINE FUEL METERING SYSTEM SCHEMATIC CUTAWAY

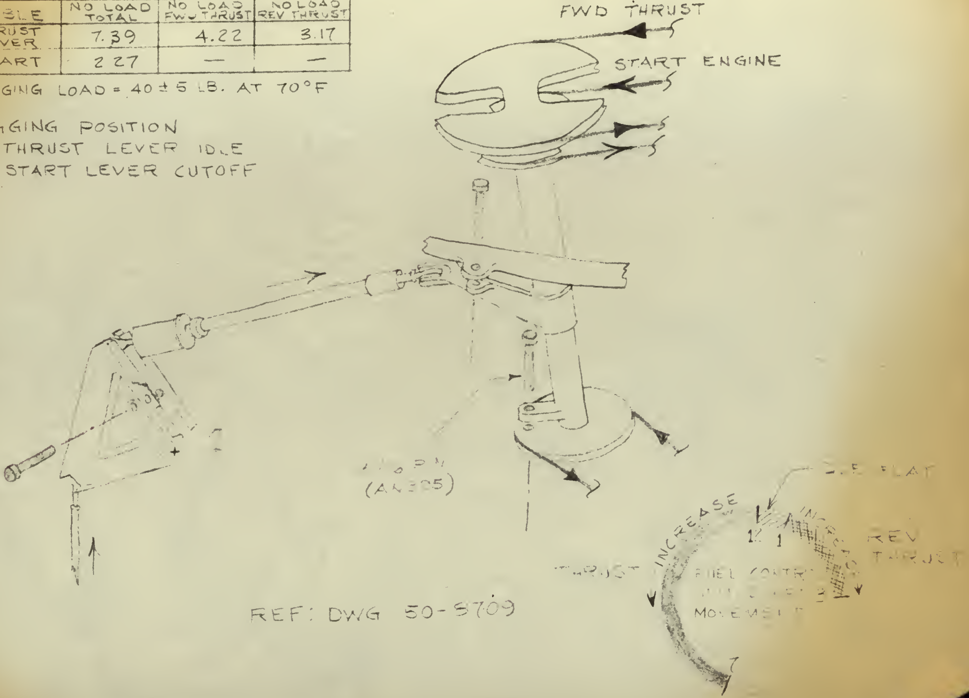
10.56


IGNITION OFF
23½
.38 LIFT
32½° NO LOAD TRAVEL
IDLE START
10° IGNITION ON
2°
OVER TRAVEL 4¼°
RIG POSITION .41 SPACER TO LOCATE
CUTOFF
START LEVER
STA 360+, LOWER BODY
ESSA
CAM
SWITCH (ADJUSTABLE)
SHOWN IN NO LOAD CUTOFF POSITION
ESSA
52.5°
100% RPM NO LOAD
5°
OVER TRAVEL
FWD STOP
139½° TOTAL
22° NO LOAD TRAVEL
WARN
1°
RIG POSITION
TO LOCATE
AFT STOP
THRUST LEVER
STA 360+, LOWER BODY
CAM
S.B. & FLAP SWITCH
L.G. SWITCH (ADJUSTABLE)
ADJUSTABLE CAM FOLLOWER

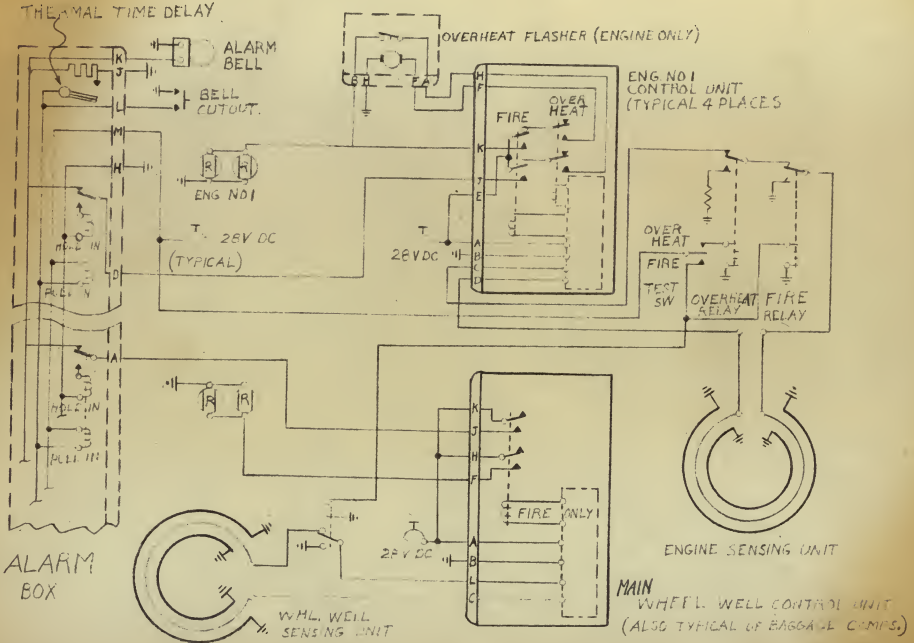
CABLE TRAVEL			
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

RIGGING LOAD = 40 ± 5 LB. AT 70°F

RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF



REF: DWG 50-5709



THERMAL TIME DELAY
ALARM BELL
BELL CUTOUT
OVERHEAT FLASHER (ENGINE ONLY)
ENG. NO 1 CONTROL UNIT (TYPICAL 4 PLACES
FIRE
OVER HEAT
ENG NO 1
28V DC (TYPICAL)
28 V DC
HOLD IN
PULL IN
OVER HEAT
FIRE
TEST SW
OVERHEAT RELAY
FIRE RELAY
ENGINE SENSING UNIT
FIRE ONLY
28 V DC
MAIN WHEEL WELL CONTROL UNIT (ALSO TYPICAL OF BAGGAGE COMPS.)
WHL. WELL SENSING UNIT
ALARM BOX

POWER PLANT 3.65 ELR 1754

MODEL 707		7-26-57 DWG. REC. CLK.	**BOEING AIRPLANE COMPANY** SEATTLE 14, WASHINGTON
GLENN R. DOWNING DRAFTED	7-17-57	7-26-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
E. A. Seeling CHECKED	7-17-57	7-26-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		ANDERSON 6-3060 REQUESTED	☐ DEVIATION ☐ VARIATION
STANDARDS			REASON: FINISH CALLOUT NEEDED IN PARTS LIST.
APPROVED	7/18/57	PROD. INFO.	

ISSUE NO.	
ITEM 95000 CHG. NO.	
SEC NO.	24
CHG. EFF.	1-1999

DWG. TITLE: TUBING INSTALLATION FIRE EXTINGUISHER SECT 24

ADCN	DRAWING NO	SHT
2	65-1636	—

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX NET)	MATERIAL	HEAT TREAT	FINISH	P

P ▷ PLANNING AFFECTED A/P 1 & ON

ADD TO FINISH COLUMN IN TUBING P/L AS SHOWN

WORK PRESS. PSI	TUBE ASSY NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENTIFICATION	TYPE ENDS	MIN STOCK LGTH
	-6											F-2.742			
	-5											F-2.742			
	-4											F-2.742			
	-3											F-2.742			

BAC 274 E-82

4.63 IT NOT PROCESS

MODEL 707
DRAFTED B HOCKETT 6/7/57
CHECKED DARTON 6/18/57
STRESS Heckt 6/18/57
APPROVED
APPROVED 6/20/57

8-7-22-57
DWG. REC. CLK
9-7-22-57
RELEASE
B/P GROUP
ROHR 4-1441
REQUESTED
P
PROD. INFO.

BOEING AIRPLANE COMPANY
ADVANCE DRAWING CHANGE NOTICE
THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
☐ DEVIATION ☒ VARIATION
REASON: TO MAKE LOFT BOARD AGREE WITH STATION CALLOUTS (ENGR ERROR)

ISSUE NO.
PRR 95000
CHG. NO.
72
SEC. NO.
1 THRU 199
301 THRU 1999
CHG. EFF.

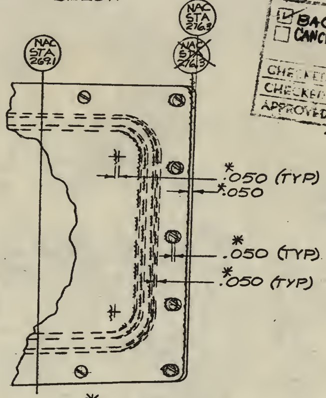
DOOR - FIRE EXTING ACCESS ASSY OF
DWG. TITLE

ADCN	DRAWING NO.	SHT.
R1-4	65-2111	—

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DWG AS SHOWN BELOW



*ZONE B5 & C5

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN 707
CHECKED
CHECKED Blakeslee 7/17/57
APPROVED J E Larson 7/18/57

* ADCN REF

P DWG CLARIFICATION ONLY, PLANNING IN ACCORD

KC-135 NOT AFFECTED

AP 7/18/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R9

2-7000

1-16-57
DI ~~12-6-57~~

1-20 37

MODEL 707		~~E-~~ DWG. REC. CLK.	
DRAFTED MAXFIELD 11/30/56		RELEASE 12-14-56	
CHECKED Koon	12-3-56	B/P GROUP 7-16-57 DONALDSON 6-7000	
STRESS E Ballen APPROVED		REQUESTED	
Donaldson APPROVED	12-7-56	P PROD. INFO.	

907-16-57

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON:- TO ADD PLATE FOR FIRE DETECTOR INSTL

ISSUE NO. PRR 10147
CHG. NO. 77630
SEC. NO. 72
CHG. EFF.

DWG. TITLE: BHD INSTL-FWD ENG. MT. INBD NAC STA 136

ADCN	DRAWING NO.	SHT.
5	4-5177	1A
~~4~~	~~4-5177~~	~~2A~~
~~5~~	~~4-5177~~	~~2A~~
8	4-5177	2A

ADCN

36

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	1	208101	CONNECTOR PLATE			▷			

CHANGE P/L ON SHT 1A AS SHOWN ABOVE

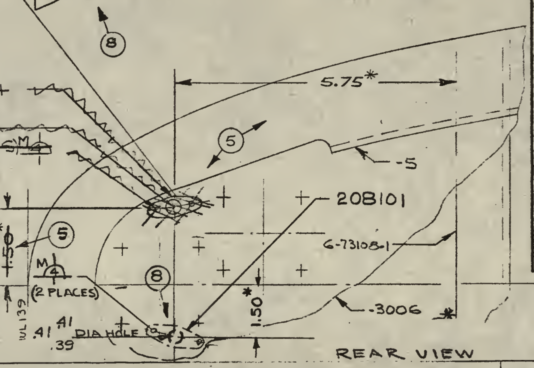
ADD 208101 TO SHT 2A AS SHOWN BELOW

▷ WALTER KIDDE & CO, INC.
675 MAIN ST.
BELLEVILLE, 9 NEW JERSEY

▷ 1 THRU 199
301 THRU 1999

P ▷ PATCH AND SEAL EXISTING HOLES *

* ADCN REF



REPLACES ADCN#4 SHT 2A
REASON: TO ELIMINATE INTERFERENCE BETWEEN 208101 & -3007
REQUESTED: L.SHINN 6-3060 ELR#138524
DRAWN: C.E. ANSON 12-26-56
CHECKED: 12-26-56
APPROVED: 12/28/56
PROD. INFO: O.P. ITEM - REWORK COMP PTS. & INSTL.

PRR. 10453
ADCN 8 SHT 2A
REPLACES ADCN 5
REASON: TO FACILITATE INSTL & SERVICE.
DRAFTED. G. OSTERLOH
CHECKED T. BURDO 7/5/7
APP. Donaldson
APP. 7/11

JMN 7/31 7/13

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

TK 6-4510 12/27/6 (5)

2-7000

CARGO HANDLING

5-80

ELR NO. 330	MODEL NO. 707	707-2-57 DWG. REC. CLK / 707-2-57 RELEASE / 7-2-57 B/P GROUP / NO CHANGE SEE BELOW	BOEING AIRPLANE COMPANY — ADVANCE DRAWING CHANGE NOTICE — THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION
E.L. RUTLEDGE — DRAFTED	6-22-57		REASON: TO ADD PART NO INFO.
CHECKED B.D. Spangler	6-24-57		
STRESS			
APPROVED Carter	6/26/57		

ISSUE NO. A	DWG. TITLE FIRE DETECTOR INST			
CHG. NO. PRR 95000	ADCN	DRAWING NO.	SHT.
SEC. NO. 54	3	50-10307	1
CHG. EFF. 1-199			

ORIGINATOR — PHONE

REQ. A LIEN

APP. WATTS

DEPT. 6-91 BOX NO. 94-81

ENGINEERING LIAISON REQUEST — ELR

PLANNING: A. LIEN — PHONE 3477

BOX NO. 94-81

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
3-2			-2	CONTROL UNIT SUPPORT ASSY						R
3-3			-3	CONTROL UNIT SUPPORT						R
3-4			-4	SPACER						R
3-6			-5	SPACER						R

CHG P/L AS SHOWN ABOVE TO SHOW PART MARKING INFORMATION

PROD. INFO. PLANNING IN ACCORD

STATUS OF TOOLS &/OR PLANNING — 6-13-57 — 123 — STATUS OF COMPLETED AIRP. &/OR PARTS

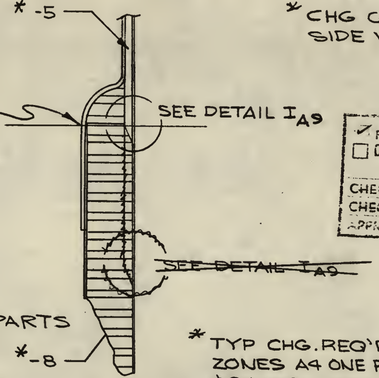
TKG-4570 6/25/57

6.63 IT NOT PROCESS

MODEL 707		277-17-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE		DOOR-FIRE EXTING. ACCESS ASSY OF		
DRAFTED M.R. MATTESON	6/13/57	RELEASE 7-17-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. ITEM 72550	DWG. TITLE		
CHECKED DARTON	6/13/57	S/P GROUP ROHR 9-1503 REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO. 72	ADCN R1-5	DRAWING NO. 65-2111	SHT. –
STRESS	6/13/57		REASON: TO ELIMINATE EXCESSIVE CRUSHING OF -8 CORE IN AREA OF -5 & -9 DOUBLER (ENGRG ERROR)	SEC. NO.			
APPROVED		PROD. INFO.		1 THRU 199 301 THRU 1999 CHG. EFF.			
APPROVED	6/13/57						

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DWG AS SHOWN BELOW:



* CHG CORRESPONDING SIDE VIEW TO AGREE.

☑ BAC RELEASED ☐ KC-135
☐ CANC'D BY BAC ADCN ☑ 707
CHECKED Blakeslee 7/1/57
CHECKED
APPROVED J.E. Larson 7/3/57

* ADCN REF

▷ REWORK EXISTING -5 & -9 PARTS NOT ASSEMBLED. SCRAP EXISTING ASSY'S.

* TYP CHG. REQ'D FOR VIEW A7 IN ZONES A4 ONE PLACE, B4 TWO PLACES & C4 ONE PLACE.

D6 *ZONE B9, C9

DOUBLE SIZE

KC-135 NOT AFFECTED.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO

BAC 924 C-R5

4-57 IT NOT PROCESS

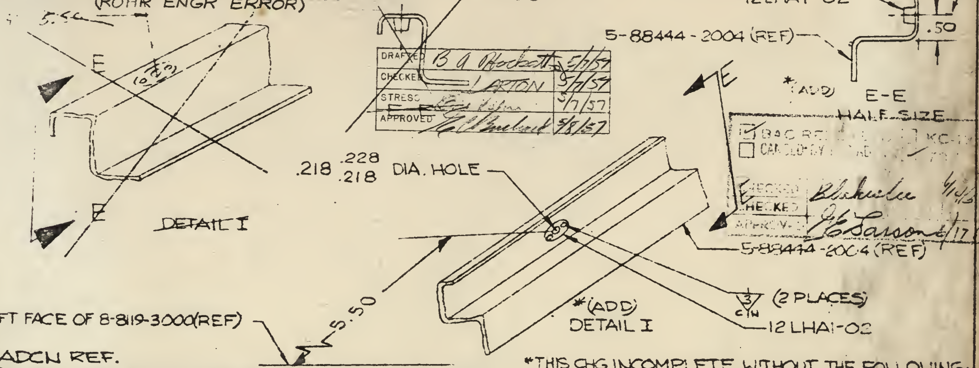
MODEL 707		2-26-20-57 DWG REC CLK 2-26-20-57	BOEING AIRPLANE COMPANY		CLAMP INSTL. FIRE DETECTOR INBD. STRUT
M.R. MATTESON DRAFTED	3/25/57	RELEASE 6-20-57 EC	ADCN ADVANCE DRAWING CHANGE NOTICE	ISSUE NO PRR 9500	DWG TITLE
CHECKED H DARTON	3/29/57	S/P GROUP ROHR 4-1146 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	CHG NO	ADCN ~~R1-1~~ DRAWING NO ~~69-3161~~ SHT —
STRESS [signature]	3/27/57		REASON TO CORECT VIEWS,	SEC NO. 72	R1-6 69-3161 —
APPROVED			DIM. & DIM. REQ'D TO LOCATE NUTPLATE	1 THRU 199 301 THRU 1999	—
APPROVED E. Henshaw	3-26-57	PROD INFO.	(ENGRG. ERROR)	CHG EFF	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX NET)	MATERIAL	HEAT TREAT	FINISH	P.

CORRECT VIEWS & DIM. ON FACE OF DWG. AS SHOWN:
ADD DIM. AS SHOWN IN VIEW E-E.

ADCN R1-6 REPLACES ADCN R1-1

REASON: NUTPLATE WAS LOCATED ON BEND RADIUS (ROHR ENGR ERROR)



DRAFTED	B A Hockett	5/7/57
CHECKED	LARTON	5/7/57
STRESS	[signature]	5/7/57
APPROVED	[signature]	5/8/57

☒ BAC RE... ☐ CANCEL... KC-135

CHECKED	Blakeslee	6/14/57
CHECKED		
APPROVED	E Larson	6/17/57

*ADCN REF.
REWORK EXISTING PARTS NOT INSTALLED.

*THIS CHG INCOMPLETE WITHOUT THE FOLLOWING:

ADCN	SHT	DWG	ADCN	SHT	DWG
R1-2	—	69-3161	R1-4	—	69-3161
R1-3	—	69-3161	R1-5	—	69-3161

KC-135 NOT AFFECTED

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO

BAC 924 C-55

581-503 581-136 AHP 6/18 8-7000

CONTROLS 7-12-57 ELR 81 3-20 7 P

MODEL 707		~~D1 5-31-57~~ DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN	A
B. LEDGERWOOD DRAFTED	5-24-7	~~6-3-57~~ 7-15-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.
CHECKED D.M. Briggs	5-24-7	~~6-3-57~~ 7-15-57 S/P GROUP	☐ DEVIATION ☐ VARIATION	ITEM 95000 CHG. NO.
STRESS		OLSON 6-3060 REQUESTED	REASON: CABLE LENGTH	51 SEC. NO.
APPROVED [signature]	5-24-7	P	DETERMINED ON	
APPROVED		PROD. INFO.	CLASS III MOCK UP	1-199 CHG. EFF.

STAND INSTL CONTROL PILOT & COPILOT
DWG. TITLE

ADCN	DRAWING NO.	SHT.
~~10~~	~~50-5561~~	~~1~~
~~9~~	~~50-5561~~	~~2~~
12	50-5561	1
10	50-5561	2

PARTS LIST ZONE	REPLACES	-4	-3	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
48-2		-2	-1	1	NAS303-25-~~1410~~ -1376	CABLE ASSY (HC)	B6-2	5				

SHT 1: CHG P/L AS SHOWN

(12)

SHT 2:
IN ZN B6 CHG CALLOUT AS SHOWN

~~NAS 303-25-1410~~

NAS 303-25-1376 ← (10)

REPLACES ADCN 10-1 & 9-2
REASON: LENGTH WAS NOT CLEAR
DRAWN: B. LEDGERWOOD 7-2-7
REQUESTED: OLSON 6-3060 (ELR 2119)
CHECKED: D.M. Briggs
APPROVED: [signature] 7-5-7
P NO PARTS MADE, PLNG AFFECTED

P PLANNING AFFECTED

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 WMS (6-4570) 5-27-7 [signature] 64570 7-5-7 7-10-7 JP 5-29-7 2-7000

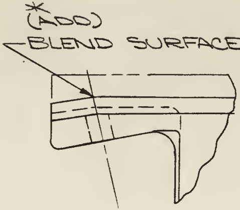
3-65 IT (NOT PROCESS)

MODEL 707		9 CG 6-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE		BRACKET ASSEMBLY NACELLE CONTROLS DWG. TITLE		
DRAFTED C. ROSS	5/7/57	RK 6-20-57 RELEASE 6.20.57 CC	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHECKED H. DARTON	5/7/57	B/P GROUP	☐ DEVIATION ☒ VARIATION	PRR 10275 CHG. NO.	R1-2	65-4194	—
STRESS W. L. Eickholm	5/7/57	ROHR ENG'RG REQUESTED	(ENGRG ERROR)	SEC. NO. 77			
APPROVED			REASON: TO ELIMINATE INTERFERENCE WITH ADJACENT STRUCTURE	1 THRU 199			
APPROVED	5/8/57	PROD. INFO.		301 THRU 1999 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD NOTE FOR RAD. AS SHOWN BELOW



*2 B9 *ZN A10

* ASSY OF -3 10

* ADCN REF

RWK EXISTING DETAILED PARTS & ASSY'S.
KC-135 NOT AFFECTED

BAC RE... CANCLD ... CHECKED Blakeslee 6/14/57 CHECKED APPROVED G.E. Larson 6/17/57 HP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO

BAC 924 C-R5 581-392 (c)

CONTROLS

276-20-57

MODEL	707	~~6A-4-15-57~~ DWG. REC. CLK	
DRAFTED	SEEGER IV O.F.	4-10-7	~~4-4-15-57~~ 6-20-57 RELEASE
CHECKED	L.L. Shaeffer	4/11/57	~~4-15-57 B~~ 6-5-... B/P GROUP
STRESS			R REQUESTED
APPROVED	[signature]	4/11/7	P PROD. INFO.
APPROVED	Barkley 4-11-57		

BOEING AIRPLANE COMPANY
ADCN
ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON:
CSTG CONFIGURATION NOT DEFINED

ISSUE NO.: PRR 95000
CHG. NO.:
SEC. NO.: 77
1 THRU 199 &
301 THRU 1999
CHG. EFF.

6-02 77

BRACKET - UPPER, NO 3 ENGINE CONTROL
DWG. TITLE

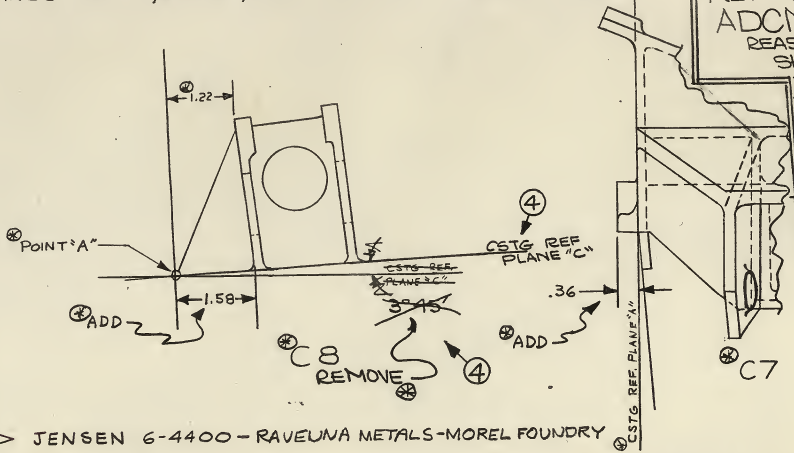
ADCN	DRAWING NO.	SHT.
~~3~~	~~65-2944~~	
4	65-2944	—

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE SEC. C7, ZN. D8 & SEC. C8, ZN. B8 AS SHOWN BELOW

REPLACES ADCN #3
REASON - VIEW SHOWN IN ERROR 6-12-7
DRAWN - SCHNELLE
CHECKED - [signature]
APPROVED - Barkley 6-13-57
REQ'D BY - HEATH MFG. CO. 6-12-7



R JENSEN 6-4400 - RAVENNA METALS - MOREL FOUNDRY

P NO PARTS MADE

ADCN REF ONLY 4/12 AIP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

CONTROLS

3.70 IT

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE (ADCN)

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION

ELR NO. 2117	MODEL NO. 707	DWG. REC. CLK 9-27-2-57 / RELEASE 7-12-57
B. LEDGERWOOD (DRAFTED)	7-2-7	B/P GROUP
CHECKED D.M. Briggs	7-5-7	NO CHANGE SEE BELOW
STRESS		
APPROVED [signature]	7-5-7	

REASON: FOR CABLE CLEARANCE

ISSUE NO. ITEM 95000

CHG. NO.

SEC. NO. 51

1-1999

CHG. EFF.

DWG. TITLE: PULLEY BRACKETS POWER SYSTEMS CONTROL STAND ASSY OF

ADCN	DRAWING NO.	SHT.
2	65-3101	2

ORIGINATOR	PHONE
REQ. OLSON 6-28-57	3710
APP. C. Strant	
DEPT. 6-3060 BOX NO. 81-15	

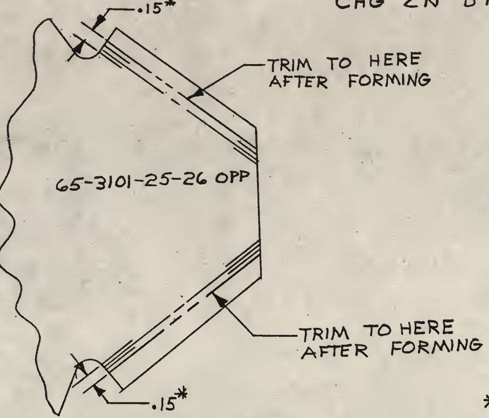
ENGINEERING LIAISON REQUEST (ELR)

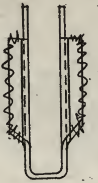
PLANNING | PHONE

BOX NO.

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHG ZN B1 AS SHOWN





* ADCN REF ONLY

ASSY OF -9,-10 OPP

AHP 7/10/7

PROD. INFO. REWORK EXISTING ASSYS INSTALLED

STATUS OF TOOLS &/OR PLANNING

STATUS OF COMPLETED AIRP. &/OR PARTS

J Beatie 64510 7-5-7

6-28-57 315

1-50 3T REPRODUCIBLE TO IPD ONLY

DDA

MODEL 707	7-11-57 DWG REC CLK	BOEING AIRPLANE COMPANY		DWG TITLE CONTROL SYSTEM INSTALLATION THRUST REVERSER	
DRAFTED J.P. WEED.	JC 7-12-57 RELEASE	DRAWING DEPARTURE AUTHORIZATION	ISSUE No.	DDA No.	DRAWING No.
CHECKED [illegible] 7/9/57	7-12-57 EC B/P GROUP	THE DWG WILL NOT BE CHANGED	CHG. No. 7822	1	65-4259
STRESS	PEARSON R REQUESTED	REASON: NEW HI-TEMP BEARING NOT AVAILABLE AT THIS TIME	SEC. No.		
APPROVED	PROD INFO				
[illegible] 7/10 APPROVED	SHOP INFO				
APPROVED	ELR OR DCR		CHG EFF		

PARTS LIST ZONE	REPLACES	65-4259	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		~~✓~~	~~2~~	~~B542ZZ-2ST~~	~~BEARING (BAC B10A-610)~~	A6	~~MARLIN ROCKWELL CORP JAMESTOWN N.Y (OR EQUIV.)~~				
		~~✓~~	~~1~~	~~REP4F5-2~~	~~BEARING ROD END (BAC B10A-640)~~	C3	~~MARLIN ROCKWELL CORP. JAMESTOWN N.Y. (OR EQUIV.)~~				
		~~✓~~	~~3~~	~~KP4A-7-ST~~	~~BEARING BAC-B1CA-620)~~	~~A4~~ ~~C7~~	~~MARLIN ROCKWELL CORP JAMESTOWN N.Y. (OR EQUIV.)~~				
		✓	2	B542	BEARING (BAC-B10A-30DD)		FAFNIR BRG CO. NEW BRITIAN CONN (OR EQUIV.)				
		✓	1	RE4F5	BEARING ROD END. (BAC. B10A-77		FAFNIR BRG CO. NEW				
		✓	3	AN201KP4A	SINGLE ROW BALL BEARING.						

REMOVE NON-METALLIC SEALS & REPACK WITH SHELL. 21176A SILCONE GREASE.
OPTIONAL REPLACE NON-METALLIC SEALS WITH TEFLON SEALS

FIRST TWO UNITS MFG'D BY ROHR. ONLY

FIRST FOUR UNITS MFG'D BY I.P.D. ONLY

BAC 925 A-R4

2-7000

6-69 IT

ADCN

MODEL 707		817-3-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	B	END PLATE-UPPER CONTROL STAND ASSY OF DWG. TITLE	
DRAFTED E. SEYMOUR	7-1-57	RT 7/3/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO	ADCN / DRAWING NO.	SHT
CHECKED		7-3-7 CF B'P UNIT	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 9500 CHG. NO.	2 / 69-1930	—
STRESS			☐ DEVIATION ☒ VARIATION	51 SEC. NO.		
APPROVED		REQUESTED	REASON: TO BRING TAB BLOCK UP TO DATE	NOTED		
APPROVED APSudduth	7-2-57	PROD. INFO.		CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE TAB BLOCK TO READ AS SHOWN:

AIRP. SEC. NO	QTY. PER AIRP.	USED ON DWG NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
51		65-1795	707				

JP 7-3-57

7-20 24T

MODEL KC-135		6-25-57 DWG REC CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN
DRAFTED W.L. SMITH	6-3-57	6/25/57 RELEASE 6-25-57 CB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED R. Witzil	6/20/57	B/P GROUP 6-7000	☐ DEVIATION ☒ VARIATION
STRESS —		REQUESTED	REASON: TO COMPLETE CABLE FINISH INFO IN GEN NOTES FOR COMPLIANCE WITH D-15280 (PAR. 3.10.4)
APPROVED P. Mayer	6/21/57	P	
APPROVED	6/21/	PROD. INFO.	

ISSUE NO. PRR 9500
CHG. NO.
SEC. NO.
CHG. EFF. 55-3118 & ON

DWG. TITLE

ADCN	DRAWING NO.	SHT	
32	5-86801	1	90
13	5-86803	1	78
9	5-86804	1	60
5	5-86805	1	64
6	5-86806	1	73
8	5-86807	1	71
17	5-86809	1	82
5	5-86811	1	82
9	5-86812	1	69
4	5-86814	1	61
9	50-2420	1	62
10	50-2423	1	71
5	50-2445	1	54
11	5-86813	1	66
8	5-86816	1	69
8	5-86819	—	62

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	~~MATERIAL~~	~~HEAT TREAT~~	~~FINISH~~

CHANGE THE GEN NOTE WHICH CALLS FOR CABLE LUBRICATION TO READ AS FOLLOWS:

" LUBRICATE THOSE PORTIONS OF CONTROL CABLES THAT TRAVEL OVER DRUMS, PULLEYS, QUADRANTS, & THRU FAIRLEADS, GROMMETS, & SEALS PER BAC 5008 TYPE 9.
APPLY PROTECTIVE COATING CONFORMING TO MIL-C-16173 GRADE I TO ALL OTHER PORTIONS OF CABLES."

P EXISTING INSTL'S ARE SATISFACTORY

REF DCN "B" ON 5-86810 SHEET 1

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 L.D.B. (64510) 6-21-7 2-7000

BODY

2.58

MODEL 707		9/7-11-57 DWG. REC CLK	
DRAFTED DUDGEON	7/5/7	7-7-11-57 RELEASE	
CHECKED R Short	7/5/7	B/P GROUP	
STRESS		6-7000 REQUESTED	
APPROVED		PROD. INFO.	
APPROVED Bailey 7-6-57			

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO CORRECT FINISH CALLOUT

ISSUE NO. PRR95000

CHG. NO.

SEC. NO. 53

1 THRU 1999

CHG. EFF.

PULLEY BRACKET THROTTLE BL 8.30

DWG TITLE STA 600J-ASSY OF

ADCN	DRAWING NO.	SHT
1	66-1867	—

A D C N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			-3	BRACKET					SRF 2.15 ~~F-X-F~~	

CHANGE P/L AS SHOWN.

P AIRP 001 & ON MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-7000

CONTROLS

7-2-57

2-80 ② ELR 115335 2T

MODEL 707		~~DM 5-6-57~~ DWG. REC. CLK	BOEING AIRPLANE COMPANY	SWITCH INSTL THROTTLE OPERATED
DRAFTED WILLAFORD	4-12-7	~~9-C-7-52~~ 9C7-3-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE (ADCN)	DWG. TITLE STA 360-380
CHECKED D M Briggs	4-15-7	~~7-3-57~~ 7-3-7 CP B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	
STRESS		OLSON 6-3060 REQUESTED	☐ DEVIATION ☐ VARIATION	
APPROVED Koehyl	4-15	P	REASON: SCREWS INTERFER WITH CABLE	
APPROVED		PROD. INFO.		

ISSUE NO.	ADCN	DRAWING NO.	SHT.
ITEM 95000 CHG. NO.	~~3~~	~~65-2173~~	~~1~~
SEC. NO. 53	~~2~~	~~65-2173~~	~~2~~
	4	65-2173	1
1-399 & 501-1999 CHG. EFF.	~~3~~ 9	65-2173	2

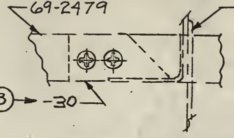
A D C N

C

PARTS LIST ZONE	REPLACES	65-2173	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
18		~~✓~~	~~2~~	~~-14~~	~~CLIP-ACTUATOR~~	~~A9-2~~	~~.063×2.8×2.8~~	~~2~~	~~T4~~	~~F2.115~~	~~R~~
	-14 ④	✓	2	-30	CLIP-ACTUATOR	A9-2	.063×2.8×3.4	2	TA	F2.115	R

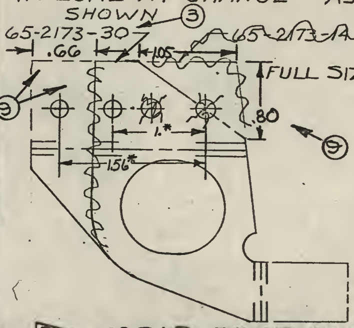
CHANGE P/L AS SHOWN

IN ZONE C4 CHANGE AS SHOWN

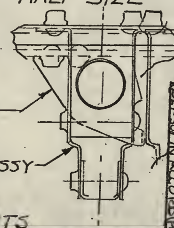


HALF SIZE*

IN ZONE A9 CHANGE AS SHOWN



IN ZONE A4 CHANGE AS SHOWN
HALF SIZE*



ADCN 4 SHT 1 REPLACES ADCN 3 SHT 2 REPLACES 2 3

REASON: RELEASE & SUPPLIED WRONG DASH NO.
DRAFTED: WILLAFORD 4-25-57
CHECKED: [illegible]
APPROVED: [illegible]

ADVANCE COPIES ONLY RELEASED

REPLACES ADCN 3 ON SHT 2
ADDED DIMS AS SHOWN TO -30
REASON: PART CAN'T BE MADE
REQD. CHAMBERLIN EUR 1168A4
DRAWN: R. STEWART 6-22-57
CHECKED: [illegible] 6-23-57
APPROVED: [illegible] 6-24-57
PROD. INFO: PLNG IN ACCORD. TOOL (DLT-30) IN ACCORD (EELR)

P SCRAP EXIST. 65-2173-14 PARTS
NEW PLNG REQ'D - RWK COMP. INSTLS.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
				T JMM 4/7 6/28/7			

BAC 924 C-RS

TKG-4510 4/16/7 TKG-4510 6/24/7 ⑨

RDC 4/22/7 2-7000

10-75 IT

MODEL 707	G-7-2-57 DWG. REC CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION REASON: TO ADD RELEASES FOR AA & TWA	DWG TITLE CONTROL INSTALLATION ENGINES
DRAFTED R. HARDING 6-20-57	EZH 7/3/57 RELEASE		ISSUE NO. / ADCN 7 / DRAWING NO. 50-8709 / SHT. 1
CHECKED Hunt 6/20/7	7-3-7-B B/P GROUP		CHG. NO. 09291
STRESS	707 CONTROLS REQUESTED		SEC. NO.
APPROVED DE Downey 6/22/7			
APPROVED RC Hage 6-24-7	PROD. INFO.		CHG. EFF. NOTED

PARTS LIST ZONE	REPLACES	-79	-77	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW		8	2	65-6416	VALVE INSTL.	D8					
	NEW	8		2	65-6416-1	VALVE INSTL.	D8					

CHANGE PARTS LIST AS SHOWN ABOVE:
CHANGE NOTES AS SHOWN:

~~8 USE ON AIRPLANES 101-199~~

8 USED ON AIRPLANES 101-199 & 401-499

~~10 USED ON AIRPLANES 1-99 & 301-1999~~

10 USED ON AIRPLANES 1-99 & 301-399 & 501-1999

ADD TO ENGINE START SYSTEM RIGGING INSTRUCTIONS:

3. WITH RIGGING PIN 4 INSERTED THRU 65-2320 & 65-2319-1 BRACKET & $\frac{3}{16}$ RIGGING PIN INSTALLED THRU 66-4449 ARM & 10-60003 VALVE, ADJUST & INSTALL 66-4450 ROD. TIGHTEN CHECK NUT & REMOVE RIGGING PINS. (THIS NOTE APPLIES TO AIRPLANE 101-199 & 401-499 ONLY).

ADDITION OF BASIC RELEASE FOR AA & TWA

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND

BAC 924 C-R2

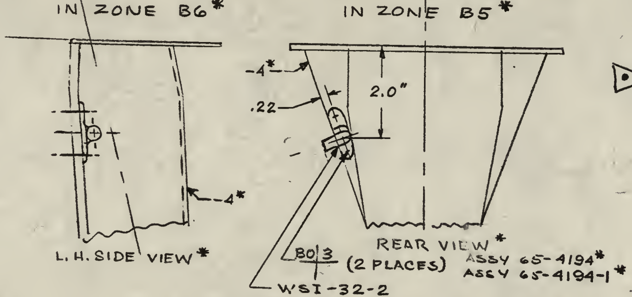
A D C N

1-66 17

MODEL 707		2?7-16-57 DWG REC CLK	BOEING AIRPLANE COMPANY		BRACKET ASSY NACELLE CONTROLS (DWG. TITLE)		
DRAFTED T. BURDO	7/1/57	EW 7-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE		ADCN	DRAWING NO.	SHT.
CHECKED [signature]	7/10/-	P/P GROUP 6-7000	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. PRR 10453.	2	65-4194	—
STRESS G. Lauer	7/1/57	DONALDSON. REQUESTED	☐ DEVIATION ☐ VARIATION	CHG. NO.			
APPROVED Donaldson	7/11		REASON: ADD NUTPLATE FOR FIRE DETECTOR ELEMENT	SEC. NO. 77 1-199			
APPROVED [signature] 7/11		PROD. INFO.		301 — 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	-1	65 4194	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	1	WSI-32-2	NUT, SPACER PLATE BAC-N10DZ-3-20			▷			

CHANGE P/L AS SHOWN ABOVE
CHANGE PICTURE AS SHOWN BELOW.



▷ WESTERN SKY INDUSTRIES, P.O. BOX 300 HAYWARD, CALIF.

* ADCN REF ONLY

AP 7/15/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

3-68 7 7

ADCN

MODEL 707		D 7-17-57 DWG. REC. CLK	
DRAFTED V. LEVACK	7-12-57	7-17-57 RELEASE 7-17-57	
CHECKED		B'P UNIT	
STRESS		REQUESTED	
APPROVED			
APPROVED AD Sudditth	7-15-57	PROD. INFO.	

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO BRING TAB BLOCK UP TO DATE

ISSUE NO	
PRR9500	
CHG. NO.	
SEC. NO.	5·1
NOTED	
CHG. EFF.	

DWG. TITLE PANEL ASSEMBLY— UPPER SIDE, CONTROL STAND

ADCN	DRAWING NO	SHT
5	65-1794	1

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE TAB BLOCK TO READ AS SHOWN

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
51		65-1795	707				1 & 2

X. CONTROLS 8.55 REJ TAG 137303

MODEL 707		277-8-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED STARK	7-1-7	7C7-8-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
J.B. Sullivan CHECKED	7-1-57	7-8-57CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		6-4800 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: PART REQUIRES PROTECTIVE FINISH
APPROVED Bailey 7-8-57		PROD. INFO.	

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PPR 95000	1	69-1000	—
CHG. NO. 51			
SEC. NO. 1-1999			
CHG. EFF.			

DWG. TITLE BRACKET THROTTLE PULLEY ASSY STA 277

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	X
			-3	BRACKET THROTTLE PULLEY					~~F2.10~~ F2.5	

CHANGE FINISH CALLOUT AS SHOWN

P

A/P 001 & ON MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R9

CONTROLS

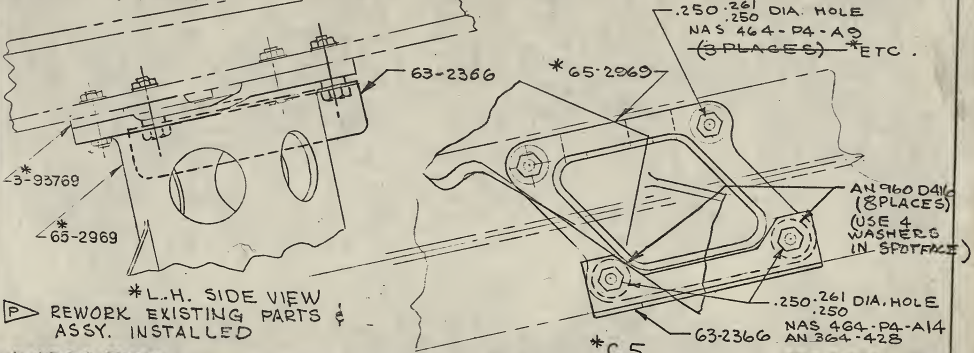
5-70 1T COORD. SHT. CX10-104

MODEL 707		DT 6-26-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		BRACKET INSTL. NO 4 ENGINE CONTR DWG. TITLE UPPER
DRAFTED W. SCHOLLHORN	6-8-57	EZK 6/26/57 RELEASE 6-26-57	ADCN ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN: 1 / DRAWING NO.: 65-2870 / SHT.: -
CHECKED J. RASNACK	6-18-57	B/P GROUP WATANABE 6-3060 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	P.R.R. 95000 CHG. NO.	
STRESS			REASON: WIRE ROUTING PROVISIONS	SEC. NO. 79	
APPROVED	6/19/57	P			
APPROVED	6-20-7	PROD. INFO.	(REF. COORD. SHT CX10-104)	1-199 & 301 - CHG. EFF. 1999	

PARTS LIST ZONE	REPLACES	65-2870	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✗✓	~~3~~ 1	NAS-464-P4-A9	BOLT- CLOSE TOL.						
		✓	2	NAS-464-P4-A14	BOLT- CLOSE TOL.						
	INCREASE QTY AS SHOWN	✓	8	AN960D416	WASHER						
	(NEW)	✓	1	63-2366	ANGLE-BRACKET						

ADD TO P/L AS SHOWN ABOVE: ALSO ADD CHECK-OFF TO EXISTING PARTS IN REL. COL. ON NEXT REVISION

ZN C5 & A5 ADD TO PICTURE AS SHOWN



*L.H. SIDE VIEW

P REWORK EXISTING PARTS & ASSY. INSTALLED

* ADCN REF

(2 PLACES) USE WASHERS SHOWN ON 5-86560

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS 6450 6-20-7 6/24 2-7000

ADCN

CONTROLS   COORD. SHT. CX10-100

A D C N

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

MODEL 707		N16-3657 DWG. REC. CLK.
DRAFTED W. SCHÖLLHORN	4-8-57	6W6-26-57 RELEASE
NRG 6/18/57		6-26-57CB
CHECKED W. SOUTHEY	4-25-57	B/P GROUP WATANABE 6-3060
STRESS		REQUESTED O.S.A.
APPROVED H. Marsan	6/19/57	P PROD. INFO.
APPROVED Kadell	6/20	

REASON:
WIRE SUPPORT NEEDED
(REF. COORD. SHT. CX10-100

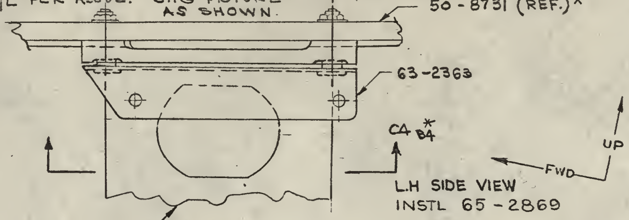
ISSUE NO.
CHG. NO. 95000
SEC. NO. 79
1-199 &
301-1999
CHG. EFF.

DWG. TITLE BRACKET INSTL - NO.1 ENGINE CONTROL. UPPER

ADCN	DRAWING NO.	SHT.
1	65-2869	-

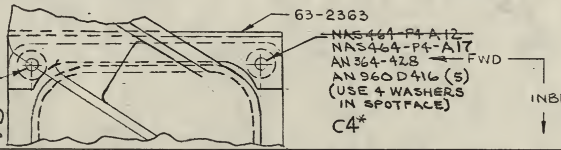
PARTS LIST ZONE	REPLACES	65-2869	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	V	1	63-2363	BRACKET						
INCREASE QTY AS SHOWN		✓	8	AN960D416	WASHER						
		✓	~~2~~	~~NAS464-P4-A12~~	~~BOLT-MACHINE~~						
		✓	2	NAS464-P4-A17	BOLT MACHINE						

CHG P/L PER ABOVE. CHG PICTURE AS SHOWN.



L.H SIDE VIEW
INSTL 65-2869

P REWORK EXISTING PARTS & ASSEMBLIES INSTALLED. CLASS III MOCKUP IN ACCORD



*ADCN REF ONLY

HP 6/21

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS   Bouton 6420 6-20-7   2-7000

CONTROLS

COORD. SHT CX10 - 40 2-60

MODEL 707		7-8-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE. THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
DRAFTED W. SCHÖLLHORN	6-11-57	7/8/57 RELEASE	
CHECKED J A MOLL	6-22-7	7-9-7 B/P GROUP	☐ DEVIATION ☐ VARIATION
STRESS		6-3060 WATANABE REQUESTED	REASON: SUPPORT NEEDED FOR ALTERNATOR CABLES
APPROVED Larson	6/27/7	O.S.A. P	
APPROVED		PROD. INFO	(REF. COORD SHT CX-10-40)

ISSUE NO.

CHG. NO. 95000

SEC. NO. 24

CHG. EFF. 1-1999

DWG TITLE: BRACKET INSTALLATION THROTTLE CONTROL F.S. STA 561.779

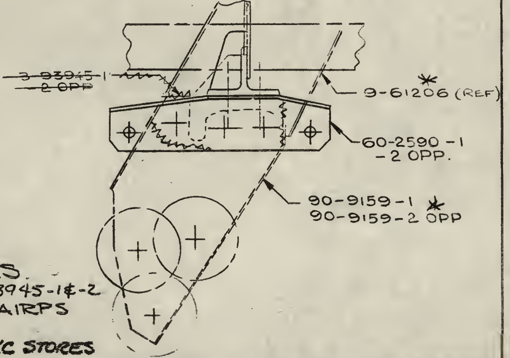
ADCN	DRAWING NO.	SHT.
1	90-9160	-

A D C N

PARTS LIST ZONE	REPLACES	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			✓	~~1~~	~~3-93945-1~~	~~SUPPORT ANGLE~~						
		✓		~~1~~	~~3-93945-2~~	~~OPP 3-93945-1~~						
NEW	3-93945-1		✓	1	60-2590-1	SUPPORT ANGLE						
NEW	3-93945-2	✓		1	60-2590-2	OPP 60-2590-1						

CHANGE P/L AS SHOWN ABOVE:
REPLACE SUPPORT ANGLE 3-93945-1 & -2 OPP WITH SUPPORT ANGLE 60-2590-1 & -2 OPP

IN REAR VIEW & LH SIDE VIEW CHANGE 3-93945-1, -2 OPP PICTURE & CALLOUT TO 60-2590-1, -2 OPP PICTURE & CALLOUT AS SHOWN.



P REWORK EXISTING ASSEMBLIES INSTALLED. SCRAP EXISTING 3-93945-1 & -2 PARTS INSTALLED ON 707 AIRPS

* ADCN REF. ONLY

RETURN PART NOT INSTALLED TO KC STORES

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-7000

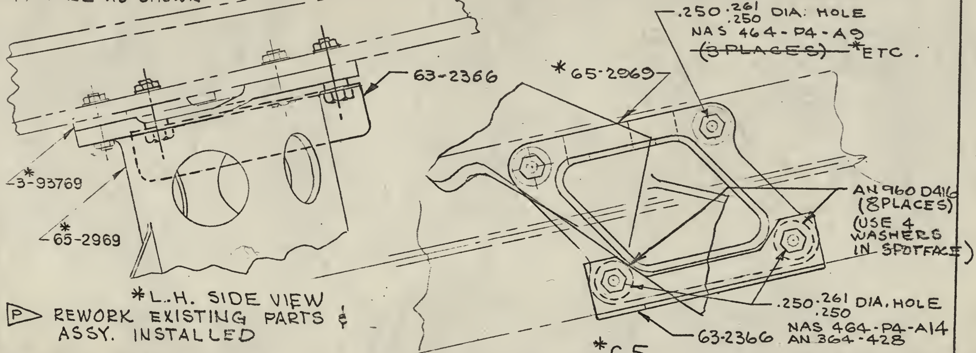
CONTROLS 5-70 1T COORD. SHT. CX10-104

MODEL 707		DT 6-26-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE		BRACKET INSTL. NO 4 ENGINE CONTR UPPER (DWG. TITLE)
DRAFTED W. SCHOLLHORN	6-8-57	EZN 6/26/57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN: 1 — DRAWING NO.: 65-2870 — SHT.: -
CHECKED J. RASNACK	6-18-57	6-26-57 B/P GROUP WATANABE 6-3060	☐ DEVIATION ☐ VARIATION	P.R.R. 95000 CHG. NO.	
STRESS		REQUESTED	REASON: WIRE ROUTING PROVISIONS	SEC. NO. 79	
APPROVED	6/19/57	P			
APPROVED	6-20-7	PROD. INFO.	(REF. COORD. SHT CX10-104)	1-199 & 301 - CHG. EFF. 1999	

PARTS LIST ZONE	REPLACES	65-2870	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		X ✓	~~3~~ 1	NAS-464-P4-A9	BOLT- CLOSE TOL.						
		✓	2	NAS-464-P4-A14	BOLT- CLOSE TOL.						
	INCREASE QTY AS SHOWN	✓	8	AN960D416	WASHER						
	(NEW)	✓	1	63-2366	ANGLE-BRACKET						

ADD TO P/L AS SHOWN ABOVE: ALSO ADD CHECK-OFF TO EXISTING PARTS IN REL. COL. ON NEXT REVISION

ZN C5 & A5 ADD TO PICTURE AS SHOWN



*L.H. SIDE VIEW

P > REWORK EXISTING PARTS & ASSY. INSTALLED

* ADCN REF

(2 PLACES) USE WASHERS SHOWN ON 5-86560

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 64510 6-20-7 6/24 2-7000

CONTROLS

1-80

ELR NO. 812	MODEL No. 707	6-24-57 DWG. REC. CLK 6-25-57 RELEASE 6-25-57 B B/P GROUP NO CHANGE SEE BELOW	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE	A ISSUE NO.	PULLEY BRACKET THROTTLE CONTROL-STA 600 LWR DWG. TITLE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION

DRAFTED OBarr 6/15/57

CHECKED R Shutt 6/18/7

STRESS

APPROVED Baily 6-20-57

REASON: TO PROVIDE PROPER FINISH

PRR 95000 CHG. NO.

SEC. NO. 53

1-1999

CHG. EFF.

ADCN	DRAWING NO.	SHT.
4	50-10277	—

ORIGINATOR	PHONE
REQ.	
APP. W. Schwer	4192
DEPT. 6-4800 BOX NO. 90-19	

ENGINEERING LIAISON REQUEST

ELR

PLANNING	PHONE
PEKASKY	3469
BOX NO. 9120	

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			-5						~~F330~~ SRF 3.301	

AP 8/21

PROD. INFO. ~~AP 8/1/58 APPLIED BY INSPECTION~~ APL 001 & ON MUST COMPLY

STATUS OF TOOLS &/OR PLANNING DETAIL PLANNING AFFECTED REWORK PARTS INSTALLED

STATUS OF COMPLETED AIRP. &/OR PARTS

JUN 1 1 1957 1:30

BODY 6-64 REJ TAG 308805

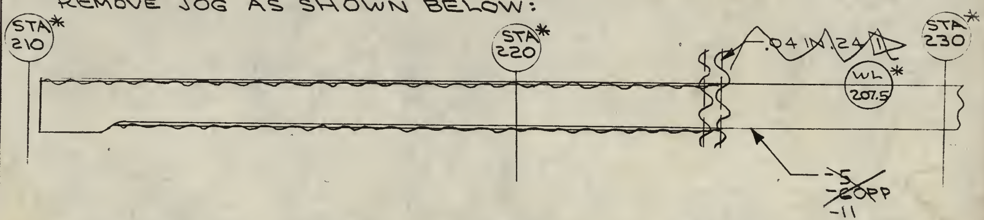
MODEL 707		B1 6-24-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		BEAM INSTL THROTTLE STAND BL 3.60, STA 210-252.6 DWG. TITLE		
DRAFTED G. BERESFORD	6/13/7	E271 6/25/57 RELEASE	ADCN ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN	DRAWING NO	SHT.
CHECKED R. W. Anderson	6/15/7	6-25-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	95000 CHG. NO.	5	69-1026	—
STRESS		REJ TAG 308805 REQUESTED	☐ DEVIATION ☒ VARIATION REASON: JOG ISN'T NECESSARY & INTERFERES WITH 5-73128-3050.	SEC. NO. 41			
APPROVED							
APPROVED Carter	6/17/57	P PROD. INFO.		1 & ON CHG EFF.			

PARTS LIST ZONE	REPLACES	-2	-1	REQD	PART NUMBER	NOMENCLATURE	~~ZONE CODE~~	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~5~~			~~✓~~	~~1~~	~~-5~~	~~CHORD-UPPER~~						
~~6~~		~~✓~~		~~1~~	~~-6~~	~~OPP-5 (EXCEPT AS NOTED)~~						
5	-5		✓	1	-11	CHORD-UPPER		AND10134-1005x42.4LG	3	—	F-2.31	S
6	-6	✓		1	-12	OPP-11 (EXCEPT AS NOTED)						

CHG P/L AS SHOWN ABOVE:

CHG -5,-6 OPP TO -11,-12 OPP ALL PLACES.

REMOVE JOG AS SHOWN BELOW:



P APL#1 COMPLETED SATISFACTORILY PER REJ TAG #308805. SEE MRA #54626 FOR APL#2&3. SCRAP EXISTING PARTS NOT INSTALLED EXCEPT AS NOTED ON MRA#54626.

*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

DI 7/16/57

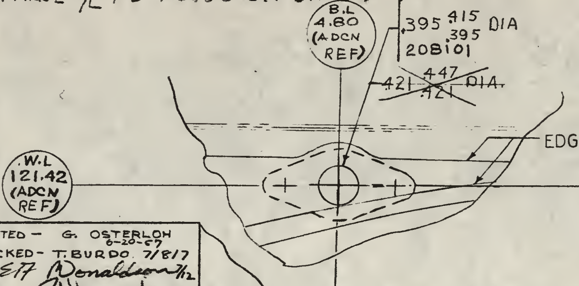
11-2031 (1A)

MODEL	707		~~4-24-26-57~~ DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE		MID FAIRING INSTALLATION ENG NAC STRUT DWG. TITLE		
DRAFTED	G. OSTERLOH	4/8/57	~~8W4-27-57~~ 7-16-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHECKED	T. BURDO	4/8/57	~~4-29-57~~ 7-16-57 B/P GROUP	☐ DEVIATION ☐ VARIATION	PRR 95000 CHG. NO.	~~1~~	~~5-88795~~	~~1A~~
	E F Noble	4/8/57	DONALDSON 6-7000 REQUESTED		SEC NO. 71	1	5-88795	2A
APPROVED	M Donaldson	4/8/57		REASON: PARTS OMITTED FROM P/L-MATCH MATING PART & SUPERSEDE ADCN NO.17	1-199 301-1999	4	5-88795	1A
APPROVED	B E Hage	4-22-57	PROD. INFO.					

ADCN

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
(7)	~~NEW~~	~~✓~~	~~1~~	~~65-4105~~	~~FIRE DETECTOR INSTL-MID FAIRING~~						
	NEW	-3001	1	65-5677-1	SEAL INSTL	B72A					
	NEW	-3002	1	65-5677-2	SEAL INSTL	B72A					

CHANGE P/L AS ABOVE ON SHEET 1A



IN ZONE C9 SHT 2A CHANGE HOLE CALLOUT AS SHOWN AT B5

(4) ADCN NO 2 WILL NOT BE RELEASED ON SHT 2A.

DRAFTED - G. OSTERLOH 6-20-57
CHECKED - T. BURDO 7/8/57
APP. E F Donaldson 7/12
APP. J Aiken 7/12
PRR 10453

ADCN 4 REPLACES ADCN 1 SHT 1A

B5
HINGE STA 171.42 (REF)

USE OF EXISTING PARTS PERMITTED WITH LARGER HOLE.

JMN 7/15 4/12 4/25

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS 8P 6-4510 4-15-7 2-7000

5-63 27 NOT PROCESS

MODEL 707		8-7-11 57 DWG. REC. CLK. 8-17/12/57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON
R. MATTESON DRAFTED	5/25/57	RELEASE 9-15-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON	5/28/57	B/P UNIT ROHR 4-1302 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION
STRESS M. [illegible]	5/28/57		FORE & AFT SKINS SPLIT TO
APPROVED [illegible]	5/29/57		REASON: MAINTAIN MANUFACTURING TOLERANCES.
APPROVED [illegible]	5/29	PROD. INFO.	(MFG. FACILITY)

ISSUE NO. ITEM 7142
CHG. NO. 71
SEC. NO. 1 THRU 199, 301 THRU 1999
CHG. EFF.

FWD. FAIRING NACELLE ASSEMBLY OF

DWG. TITLE ADCN	DRAWING NO.	SHT.
R-6	50-8281	1

Ⓐ

PARTS LIST ZONE	REPLACES	50-8281	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~1-23~~		~~✓~~	~~1~~	~~-22~~	~~DOUBLER-SKIN STA 111.20~~	~~C6-2~~	~~.040X1.60X43~~	~~2~~	~~–~~	~~SRF 2.115~~	~~R~~
~~1-56~~		~~✓~~	~~1~~	~~-55~~	~~DOUBLER-DOOR DIP STICK~~	~~E11-2~~	~~.040x10.5x15.0~~	~~2~~	~~–~~	~~SRF 2.115~~	~~R~~
~~1-67~~		~~✓~~	~~1~~	~~-66~~	~~FILLER-FRAME STA 117.50~~	~~C5-2~~	~~.016x1.60x40.00~~	~~3~~	~~–~~	~~SRF 12.207~~	~~R~~
~~1-66~~		~~✓~~	~~1~~	~~-65~~	~~FILLER-FWD FRAME~~	~~B7-2~~	~~.016x2.10x34.00~~	~~1~~	~~–~~	~~SRF 2.115~~	~~R~~
NEW	-22	✓	1	-806	DOUBLER-SKIN STA 111.20	A4-3	.040x1.60x41.20	2	–	SRF 2.115	R
NEW	-22	✓	1	-807	DOUBLER-SKIN FLANGE	A4-3	.040x1.60x1.8	2	–	SRF 2.115	R
NEW	-65	✓	1	-808	FILLER-FWD FRAME	A11-3	.016x2.10x29.6	1	–	SRF 2.115	R
NEW	-65	✓	2	-809	FILLER-FWD FRAME FLANGE	A11-3	.016x2.10x2.20	1	–	SRF 2.115	R
NEW	-66	✓	1	-810	FILLER-FRAME STA 117.50	A2-3	.016x1.60x35.20	3	–	SRF 12.207	R
NEW	-66	✓	2	-811	FILLER-FRAME FLANGE	A2-3	.016x1.60x2.40	3	–	SRF 12.207	R
NEW	-55	✓	1	-812	DOUBLER-DOOR DIP STICK	A4-3	.040x10.5x14.20	2	–	SRF 2.115	R
NEW	-55	✓	1	-813	DOUBLER-FLANGE	A4-3	.040x10.5x2.0	2	–	SRF 2.115	R

REVISE PARTS LIST AS SHOWN

☒ BAC RELEASED ☐ KC-135 ☐ CANC'LD BY BAC ADCN ☑ 707
707 STR. E.B. Keefer 6-25-57
CHECKED Blakeslee 6/25/57
CHECKED
APPROV: D J.E. Larson 6/28/57

*ADCN REF

THIS CHG. INCOMPLETE WITHOUT:

ADCN	SHT	DWG.
R1-?, R1-5	1	50-8281
R1-3	2	50-8281
R1-2, R1-4, R1-5	3	50-8281
R1-3	2A	4-5177
R1-4	2A	4-5181
R1-12	100	5-85655

REWORK EXISTING PARTS & ~~ASSY'S NOT INSTALLED.~~
KC-135 NOT AFFECTED

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG.

BAC 924 D-R4

NOT PROCESS

MODEL	707		8-17-11-57 DWG. REC. CLK.
DRAFTED	J.W. BEST	5/17/57	RN 7/12/57 RELEASE
CHECKED	Darton	5/17/57	7-15-57 B/P GROUP
STRESS	[illegible]	5/17/57	ROHP 4-1346 REQUESTED
APPROVED	J. Halgkum	6/3/57	
APPROVED	[illegible]	5/24/57	PROD. INFO.

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: WORK HARDENED MTL CANNOT BE PROPERLY FORMED

(MFG FACILITY)

ISSUE NO.

ITEM 7142 CHG. NO.

SEC. NO. 71

1 THRU 199
301 THRU 1999

CHG. EFF.

FORWARD FAIRING NACELLE

DWG. TITLE ASSEMBLY OF

ADCN	DRAWING NO.	SHT.
~~R1-7~~	~~50-8281~~	~~1~~
8	50-8281	1

PARTS LIST ZONE	REPLACES	50-8281	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-6		✓ ✗	1	-5	WEB-FWD FRAME	B7-2	.040 X 18.0 X 16.0	~~⊠⊳~~ ⊳	—	SRF 12.207	R
1-8		✓ ✗	1	-7	CHORD-LOWER FWD FRAME	B8-2	.040 X 2.0 X 28.	~~⊠⊳~~ ⊳	—	SRF 12.207	R
1-28		✓ ✗	1	-27	WEB-FRAME-STA 117.50	C5-2	.050 X 19 X 21	~~⊠⊳~~ ⊳	—	SRF 12.207	R
1-29		✓ ✗	1	-28	CHORD-UPPER FRAME STA 117.50	C5-2	.050 X 1.80 X 42.0	~~⊠⊳~~ ⊳	—	SRF 12.207	R
1-30		✓ ✗	1	-29	CHORD-LOWER-FRAME STA 117.50	B5-2	.050 X 1.80 X 30.0	~~⊠⊳~~ ⊳	—	SRF 12.207	R

*(ADD) ⊳ CRES SHT 17-7PH BMS 7-12B SOFT TEMP COND I, HT TR 125,000 TO 150,000 PSI AFTER FORMING. ⑧

CHG MATERIAL CALL OUT IN PARTS LIST & ADD NOTE AS SHOWN ABOVE

SEE ADCN # 8 THIS SHEET

BAC RELEASED ☐ KC-135

☑ CANCLD BY BAC ADCN ☑ 707

707 STR. [illegible] 6-27-57

CHECKED Blakesler 6/27/57

CHECKED

APPROV. D J.E. Larson 7/1/57

581-509

REPLACES ADCN R1-7

REASON: AISI 302 ANNEALED COMPROMISES AIRPLANE STRENGTH.

*THIS CHANGE INCOMPLETE WITHOUT ADCN R1-5 SHT 1 DWG 50-8281.

* ADCN REF ONLY

⊠⊳ EXISTING PARTS & ASSYS MAY BE USED WITHOUT REWORK.

KC-135 NOT AFFECTED

REF. BACTWX 6-4475, 3-1250-GIH DTD. 5-10-57

HP 7/3/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET

BAC 924 C-R5

Q7 5-10 NOT PROCESS

MODEL 707		7-11 57 DWG. REC. CLK.	
R. MATTESON DRAFTED	5/28/57	7/12/57 RELEASE 7-15-57	
CHECKED DARTON	5/28/57	B/P UNIT ROHR 4-1302 REQUESTED	
STRESS M. Ezekiel	5/28/57		
APPROVED	5/29/57	PROD. INFO.	
APPROVED	5/29		

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: (1) FAIRING WILL BE CALLED OUT ON COWL INSTL. DWG. (2) ELIMINATE INTERFERENCE WITH TURBO-COMPRESSOR. (3) ALLOW FOR VERTICAL REMOVAL.

ISSUE NO. ITEM 7142
CHG. NO.
SEC. NO. 71
1 THRU 199
301 THRU 1999
CHG. EFF.

DWG. TITLE: FWD FAIRING NACELLE ASSEMBLY OF

ADCN	DRAWING NO.	SHT.
~~R1-5~~	~~50-8281~~	~~1~~
7	50-8281	1

PARTS LIST ZONE	REPLACES	50-8281	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-3	-2	XV	X1	-~~2~~-70							
1-4	-3	XV	X1	-~~3~~-71			.032X6.2 X~~5.6~~ 6.2	~~A~~ ▷			
1-7	-6	XV	X1	-~~6~~-69			.040X~~2.0~~3.0 X38.0	~~A~~ ▷			
~~1-10~~	~~-9~~	~~XV~~	~~X1~~	~~-9~~			.032X~~2.0~~3.6 X6.0				
~~1-11~~	~~-10~~	~~XV~~	~~X1~~	~~-10~~	~~OPP -9~~			(REF) ADCN 1 SHT 2			
1-14	-13	XV	22	-~~13~~ -75							
1-22	-21	XV	X1	-~~21~~-76							
1-25	-24	XV	X1	-~~24~~-77							
1-5	-4	XV	X1	-~~4~~ -72	OPP-~~3~~ -71						

CANCELS ADCN 1 SHT. 1

REASON: FORE & AFT SKINS SPLIT TO MAINTAIN MANUFACTURING TOLERANCES. (MFG FACILITY) WORK HARDENED MT'L CAN NOT BE PROPERLY FORMED. (ENGRG. ERROR)

REVISE PARTS LIST & TAB BLOCK AS SHOWN. (7)

▷ CRES SHT 17-7 PH BMS 7-12B SOFT TEMP COND 1, HT TR. 125,000 TO 150,000 PSI AFTER FORMING.

▷ REWORK EXISTING PARTS & ASSY'S NOT INSTALLED.

KC-135 NOT AFFECTED

*THIS CHG. INCOMPLETE WITHOUT:

ADCN	SHT	DWG.
R1-4, R1-6, R1-7	1	50-8281
R1-3	2	50-8281
R1-2, R1-4, R1-5	3	50-8281
R1-3	2A	4-5177
R1-4	2A	4-5181
R1-12	100	5-85655

*ADCN REF

KC-135 ☐ 707 ☐ CANCLD BY B.A.C. 6-27-57 CHECKED CHECKED 6/27/57

581 509

REPLACES ADCN R1-5

REASON: AISI 302 CRES ANNEALED COMPROMISES AIRPLANE STRENGTH.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
71	4	~~50-8220~~ 50-3371	707	301 THRU 1999	50-8281		
71	4	~~50-8220~~ 50-3371	707	1 THRU 199	50-8281		

BAC 924 D-R4

A

(13)

JP Moore

5-63 2T NOT PROCESS

MODEL 707		2n 7-11-57 DWG. REC. CLK. RN 7/12/57	BOEING AIRPLANE COMPANY	FWD. FAIRING NACELLE ASSEMBLY OF (DWG. TITLE)
DRAFTED R. MATTESON DEJ	5/1/57	RELEASE 7-15-57 EC	ADVANCE DRAWING CHANGE NOTICE (ADCN) — THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ADCN: R1-4 — DRAWING NO.: 50-8281 — SHT.: 1
CHECKED H. DARTON	5/7/57	B/P GROUP ROHR 4-1302 REQUESTED	☐ DEVIATION ☒ VARIATION	ISSUE NO. ITEM 7142
STRESS [signature]	5/7/57		REASON: FORE & AFT SKINS SPLIT TO MAINTAIN MANUFACTURING TOLERANCES. (MFG. FACILITY)	CHG. NO. 71
APPROVED [signature]	5/8/57			SEC. NO.
APPROVED [signature] Hodgkin	6/6/7	PROD. INFO.		CHG. EFF. 1 THRU 199, 301 THRU 1999

PARTS LIST ZONE	REPLACES	50-8281	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~1-49~~		~~✓~~	~~1~~	~~-48~~	~~SKIN-FWD~~	~~C5 2~~	~~.032X25.00 X45.00~~	~~▷1~~	~~T4~~	~~SRF 2.130 SRF 12.207~~	~~R~~
~~1-52~~		~~✓~~	~~1~~	~~-51~~	~~SKIN-AFT~~	~~C5 2~~	~~.025X26.00 X50.00~~	~~▷3~~	~~—~~	~~SRF 12.207~~	~~R~~
NEW	-48	✓	1	-800	SKIN-FWD	A6 3	.032X21.00 X45.00	▷1	T4	SRF 2.130 SRF 12.207	R
NEW	-48	✓	1	-801	SKIN-FWD FLANGE	A6 3	.032X5.00 X45.00	▷1	T4	SRF 2.130 SRF 12.207	R
NEW		✓	1	-802	OPP - 801	A6 3					
NEW	-51	✓	1	-805	SKIN-AFT	A9 2	.025X21.00 X50.00	▷3	—	SRF 12.207	R
NEW	-51	✓	1	-803	SKIN-AFT FLANGE	A9 2	.025X5.00 X50.00	▷3	—	SRF 12.207	R
NEW		✓	1	804	OPP - 803	A9 2					
~~1-57~~		~~✓~~	~~1~~	~~-56~~	~~SHIM-STA 111.20~~	~~C5 2~~	~~.016X1.10X43.0~~	~~▷3~~	~~—~~	~~SRF 12.207~~	~~R~~
NEW	-56	✓	1	-814	SHIM-STA 111.20	C5 2	.016X1.10X40.0	▷3	—	SRF 12.207	R
NEW	-56	✓	2	-815	SHIM-FLANGE STA111.20		.016X1.10X2.0	▷3	—	SRF 12.207	R

REVISE PARTS LIST AS SHOWN ABOVE.

-AP 7/3/7

*ADCN REF,

☑ BAC RELEASED ☐ KC-135*
☐ CANC'LD BY BAC ADCN ☑ 707
707 STR [signature] 6-25-7
CHECKED [signature] 6/25/57
APPROVED [signature]

▷ REWORK EXISTNG PARTS IF ASSY'S NOT INSTALLED.

KC-135 NOT AFFECTED

THIS CHG. INCOMPLETE WITHOUT

ADCN	SHT	DWG.
R1-5, R1-6	1	50-8281
R1-3	2	50-8281
R1-2, R1-4, R-5	3	50-8281
R1-4	2A	4-5181
R1-3	2A	4-5177
R1-12	100	5-85655

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 92- -R5

1-581-509

2-7000

4-62 (NOT PROCESS)

BOEING AIRPLANE COMPANY

ADCN ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

MODEL	707		4-26-20-57 DWG. REG. CLK.
DRAFTED	C. ROSS	4/23/57	RN6-20-57 RELEASE 6-20-57 EC
CHECKED	H. DARTON	4/24/57	B/P GROUP ROHR ENGRG REQUESTED
STRESS	Ju Rikem	4/25/57	
APPROVED			
APPROVED	E C Burchard	4/25/57	PROD. INFO.

REASON: (MFG FACILITY) TO IMPROVE QUALITY AND REDUCE MFG COSTS BY MACHINING BOSSES.

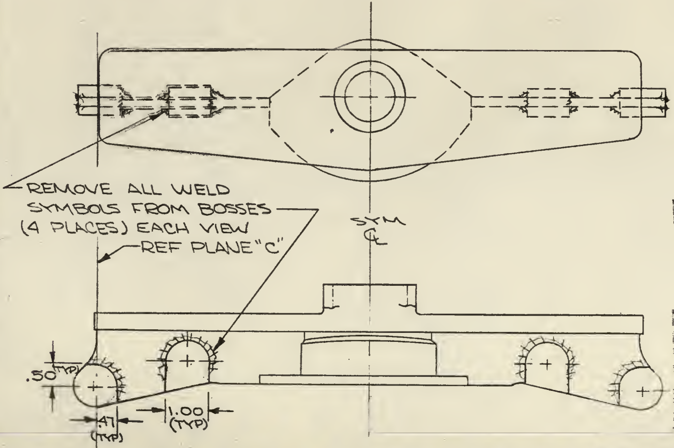
ISSUE NO.: PRR 10275
CHG. NO.
SEC. NO.: 77 & 79
CHG. EFF.: 1 THRU 4

DWG. TITLE: BRACKET-NAC CONT. UPPER HALF, WELD ASSY OF

ADCN	DRAWING NO.	SHT.
R1-2	65-5459	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHG DWG AS SHOWN BELOW



NOTE: CHG VIEWS D4 & 1C4 TO AGREE

THIS CHG NOT COMPLETE WITHOUT ADCN R1-1

▷ EXISTING PARTS AGREE WITH THIS CHG. PLANNING IS IN ACCORD.

Blakeslee 4/11/57
J E Farcon 4/12/57

KC-135 NOT AFFECTED #P 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS 581-392 (2) 2-7000

2F9 Kolb 6-20-57 6-5-8 1T

MODEL 707		M-6492 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON ADVANCE DRAWING CHANGE NOTICE	NEW	FTG, MID SPAR - OUTBD NACELLE STRUT DWG. TITLE
DRAFTED B. Vogel	5/28/56	4/20/57 RELEASE 6-19-56	ADCN	ISSUE NO	ADCN / DRAWING NO. / SHT
CHECKED	5/28	B/P UNIT	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	ITEM CHG NO 7460	~~1 5-84467 1A~~
STRESS G. Ledbetter	6/16/56	P. Donaldson DP-1 REQUESTED 480	REASON: TO PROVIDE FOR	SEC NO 74	~~R1-2 5-84467 1A~~
P Donaldson APPROVED	6/16/56		INSTL OF J-75 ENGINE	1-199, 301-1999	2 5-84467 1A
P Donaldson APPROVED	6/16/56	PROD. INFO.	PER D.D.M. #45	CHG EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		—	-3001	FITTING MIDSPAR, INBD NAC STRUT			MAKE FROM -3	2	~~F-1.30~~ ~~6~~ ~~F-1.201~~ F-1.20	R

CHANGE DIAMETER OF HOLE (FOR FUSE PIN) FROM 1.0608 $\frac{1.0636}{1.0608}$ TO 1.1244 $\frac{1.1272}{1.1244}$ (2)

CHANGED FINISH IN P/L AS NOTED ABOVE

REMOVE 6 FROM GENERAL NOTES

~~CHANGE 5~~ TO READ "....... ARE PARALLEL TO ℄ OF 1.1244 DIA HOLE ...." (R1-2)

~~PROCESSED~~ ☐ KC-135
~~HANDLED BY~~ ☒ 707
~~SEE ADCN 2 THIS SHEET~~
CHECKED BLAKESLEE 4/12/57
6/13
~~PARTS NOT~~ MADE

ADCN R1-2 REPLACES 1

REASON: FINISH CODE SRF 1.30 IS INACTIVE (ENGRG ERROR)

ADCN #2 REPLACES 1 & R-2

DRAFTED	G. FLAHERTY	4/2/57
CHECKED	H DARTON	4/3/57
STRESS		4/ /57
APPROVED		4/25/57

CHANGE TAB BLOCK AS SHOWN REASON: TO CALL FOR CORRECT FINISH PER D-17180

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS		PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
74	2	4-5180	707	1 THRU 199	301 THRU 1999	5-84467-3002		
74	2	4-5180	707	1 THRU 199	301 THRU 1999	5-84467-3001		
~~74~~	~~2~~	~~4-5180~~	~~707~~	~~1 THRU 199~~	~~301 THRU 399~~	~~5-84467-3002~~		
~~74~~	~~2~~	~~4-5180~~	~~707~~	~~1 THRU 199~~	~~301 THRU 399~~	~~5-84467-3001~~		

707 581-3

581-465

BAC 924

D16-18-57

3-54 17

MODEL 707		6W12-18-56 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN
DRAFTED G.E. WOODS		6-19-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED J. Fujioka	12/12/56	6-19-57 B/P GROUP	☐ DEVIATION ☒ VARIATION
STRESS	12-17-6	P. DONALDSON REQUESTED	REASON: TO PROVIDE FOR PLUMBING RUNS AS PROVEN BY MOCKUP & ELEC INSTL.
APPROVED Donaldson	12/13		
APPROVED		PROD. INFO.	

NEW - ISSUE NO.

CHG. NO.

SEC. NO. 72

1 THRU 199 & 301 THRU 1999 CHG. EFF.

MID-SPAR INSTALLATION INBOARD NACELLE STRUT — DWG. TITLE

ADCN	DRAWING NO.	SHT.
~~8~~	~~4-5175~~	1A
16	4-5175	1A

ADCN

PARTS LIST ZONE	REPLACES	4-5175 -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	1	-3007	DOUBLER	B6 3A	.050x4.27x12.08	1	-	SRF Z.115	RF
		✓	1	~~90-8692~~	~~DOUBLER~~	D2 3A					
	-2002	4 ✓	X 1	-3003 ~~-2002~~	WEB						
	NEW (16)	✓ 4	X2	-3004	BACKING PLATE	D2 3A	.040x2.60 DIA	1	-	SRF Z.115	RF
	NEW	✓	1	-3006	BACKING PLATE	C2 3A	.040x2.10x4.10	1	-	SRF Z.115	RF
	-3002	4 ✓	X 1	-3008 ~~-3002~~	WEB						

CHANGE P/L AS SHOWN ABOVE:

PRR 10171

(16)

CANCELS ADCN 2

-3005 NOT REQUIRED - CUT OUT HAS BEEN RELOCATED BY PRR 10171

ITEMS REPEATED FROM ADCN 2 TO SHOW DELETION OF -3005

ITEM 7225

REPLACES ADCN 8

CHGD QUAN. OF -3004 TO (2) IN P/L

REASON: TO PROVIDE FOR CABIN PRESS LINE (SEE SHT 3A)

CHG. EFF. 1-199 & 301-1999 ADCN-18

CHARGE NO. 95000

DRAWN BY: WILLARD DALE 6-12-57

CHECKED: [signature] 6/12

APPROVED: Donaldson 6/12

[signature] 6-13-7

PROD. INFO: REWORK EXISTING PARTS

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

6-62 (NOT PROCESS)

MODEL 707		9C6-20-57 DWG. REC. CLK. RXC/20/57	BOEING AIRPLANE COMPANY		BRACKET-NAC CONT. UPPER HALF WELD ASSY OF DWG. TITLE
DRAFTED C. ROSS	4/25/	RELEASE 6-20-57EC	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN: R1-1 · DRAWING NO.: 65-5459 · SHT.: —
CHECKED H. DARTON	4/25/57	B/P GROUP ROHR ENGRG	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	PRR 10275 CHG. NO.	
STRESS Eu. Pickens	4/25/57	REQUESTED	REASON: TO ELIMINATE SPECIAL TYPE MACHINE OPERATION ON -4 HOUSING- (MFG FACILITY)	SEC. NO. 77 & 79	
APPROVED					
APPROVED [signature]	4/25/57	PROD. INFO.		1 THRU 4 CHG. EFF.	

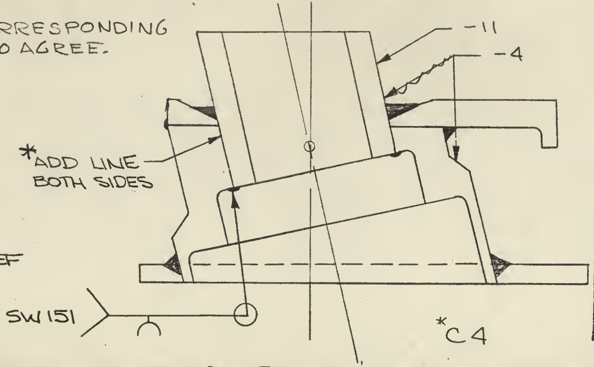
A D C N

PARTS LIST ZONE	REPLACES	65-5459	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~—~~		✓	~~8~~	~~-10~~	~~BOSS~~	~~B3~~	~~1.00 DIA X .34~~	~~4~~			~~R~~
NEW		✓	1	-11	TUBE	B5	2.00 DIA X 2	4			R

CHG P/L AS SHOWN ABOVE & VIEW TO SHOW -11 EXTENDING THRU -4 AS SHOWN BELOW

*CHG CORRESPONDING VIEWS TO AGREE.

NOTE: THIS CHG NOT COMPLETE WITHOUT ADCN'S R1-2



* ADCN REF

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC ☑ 707
CHECKED Blakeslee 6/4/57
CHECKED
APPROV. D [signature] 6/17/57

EXISTING PARTS AGREE WITH THIS CHG. PLANNING IS IN ACCORD.

~~KC-135 NOT AFFECTED~~

AIP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-F5 581392 'e' 2-7000 21

WING 5-81

MODEL 707		DWG. REC. CLK.	BOEING AIRPLANE COMPANY	SUPPORT WING UPR SURFACE INB'D. NAC. ASSY (DWG: TITLE)
DRAFTED E. BERESTOFF	11/1/6	RELEASE	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO. PRR 10081
CHECKED C. Coonk	11-13-56	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	CHG. NO.
STRESS Rowan	11-15-56	BYGLAND G-7000 REQUESTED		SEC. NO. 12
APPROVED Bygland	11-17-6	ASSY'S MADE NOT AFFECTED	REASON: ADD BUSHING TO INCREASE LIFE OF DETAIL PART.	
APPROVED Nicholls	11-19	PROD. INFO.		1-1999 CHG. EFF.

ADCN	DRAWING NO.	SHT.
~~4~~	~~50-6885~~	~~1~~
~~6~~	~~50-6885~~	~~1~~
~~8~~	~~50-6885~~	~~1~~
~~10~~	~~50-6885~~	~~1~~
11	50-6885	1

PARTS LIST ZONE	REPLACES	A	B	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	
			✓	1	-1	SUPPORT			▷		F2.30	
		✓		1	-2	OPP -1						
	NEW		—	—	-3	SUPPORT ASSY					⑥	R
	NEW	—		—	-4	OPP-3			⑩		F12.42	
	NEW	✓	✓	2	69-2860-7	BUSHING					F12.42	

CHANGE P/L AS SHOWN ABOVE: REPLACES ADCN 6

"REPLACE ADCN #8"

REASON: INSTALLATION FINISH OMITTED
REQ'D: REJECTION TAG #137580 & 130059 4/25/57
DRAFTED: SEEGER OF 4/30/7
CHECKED: 5/1/7
APPROVED: Barkley 6-3-57
PROD. INFO: AIRP. ## HANDLED BY MRB. REWORK PTS. INST #2 & ON

~~HOLE LOC. FOR 5/16 DIA. BOLT & 1 1/16 BUSHING~~
LOCATE TO MATCH 50-8229 (REF)*

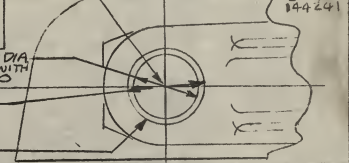
"REPLACES ADCN 10"

REASON: ADD REAMED I.D. TO BUSHING
REQUESTED: JENSEN 6-3320
DRAFTED: SEEGER O.F. 6-3-57
CHECKED: 6-12-57
APPROVED: 6/14/7 web
▷ BUSHING I.D. MUST COMPLY AFTER INST REAM I.D. TO .9064/.9092 DIA. HOLE TO BE CONCENTRIC WITH O.D. OF BUSHING WITHIN .010

REMOVED CONTROLLED INTERCHANGEABLE POINT NOTE
REASON: NOT PER SPEC. DOC.
PROD INFO: DWG CLARIFICATION
DRN: ZILKE 3-4-7
CHECKED 3-5-7 APPR Wilkins
ELR 144241

CHANGE VIEW B10 TO AGREE WITH VIEW SHOWN ON THE LEFT~
IN ZN A9 CHANGE PART NO TO READ~
"ASSY 50-6885-3 AS SHOWN
ASSY 50-6885-4 OPP."
CHANGE TITLE TO READ:
"SUPPORT ASSY - UPPER SURFACE, ⑪
INBOARD NACELLE"
* ADCN REF

1.030/1.031 DIA. HOLE
LINE REAM THRU
69-2860-7 (2 PLACES)
*ADD



REPLACES ADCN #4
REASON: METHOD OF PART NUMBERING OMITTED.
REQ'D: ELR #122782 (6-4510)
DRAWN~ SCHNELLE 12-31-6
CHECKED~ 1/3/57
APPROVED~ Barkley 1-5-57
PROD PLNG: IN INFO: ACCORD

CHANGE TAB BLOCK AS SHOWN BELOW:

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
12	1	4-5164	707	1-1999	50-6885-4		
12	1	4-5164	707	1-1999	50-6885-3		
~~12~~	~~1~~	~~4-5164~~	~~707~~	~~1-1999~~	~~50-6885-2~~		
~~12~~	~~1~~	~~4-5164~~	~~707~~	~~1-1999~~	~~50-6885-1~~		

BAC 924 C-R5 ⑪ R 6-4510 6-14-7 TK 6-4510 7/5/7 ⑤ GH(6-4510) 5-2-7

9-73 IT (NOT PROCESS)

MODEL 707		7-8-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)
DRAFTED C. ROSS	5/20/57	9-7-8-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED DARTON	5/2/57	7-8-57 B/P GROUP	☐ DEVIATION ☒ VARIATION
STRESS	5/20/57	ROHR ENGRG REQUESTED	REASON: (1) SPEC. NO. INCORRECT. (2) RADII REQUIRED FOR CASTING OMITTED FROM DWG (ENGRG ERROR)
APPROVED			
APPROVED	5/23/57	PROD. INFO.	

ISSUE NO.: A

CHG. NO.: ITEM 76260

SEC. NO. 76

CHG. EFF.: 1 THRU 199, 301 THRU 1999

DWG. TITLE: FLANGE-TURBINE INLET DUCT TURBO-COMPRESSOR

ADCN	DRAWING NO.	SHT.
R1-1	69-3369	—

N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD NOTES TO CASTING NOTES AS SHOWN BELOW

CORNER RADIUS .01
FILLET RADIUS .03

CHG FLAG NOTE IN GENERAL NOTES AS SHOWN BELOW

2> ~~INSPECT PER MIL-C-6121 PER D-14841~~

3> INSPECT PER MIL-C-6021 B PER D-14841

BAC RELEASE ☐ CANCELED BY BAC/CG 707
CHECKED Blakesley 7/3/57
CHECKED
APPROVED J E Larson 7/3/57

> EXISTING PARTS & ASSY'S MAY BE USED WITHOUT RWK — PLANNING IN ACCORD

KC-135 NOT AFFECTED

AIRP. SEC NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

RTRC 7/7/7

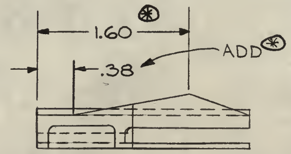
2-7000

1F 12

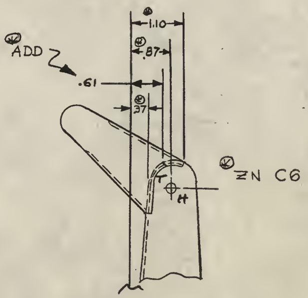
MODEL 707	DWG. REC. CLK 7-8-57	BOEING AIRPLANE COMPANY		THRUST LEVER-UPPER MECHANISM, ASSEMBLY OF (DWG. TITLE)	ADCN
DRAFTED R. ATKINSON 6-26-57 OFS. 6/27	RELEASE 7-8-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN 2 / DRAWING NO. 65-6489 / SHT. —	
CHECKED L J Nelson 6/27/57	B/P GROUP 7-8-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 95000 NO.		
STRESS	REQUESTED R	☐ DEVIATION ☒ VARIATION	SEC. NO. 51		
APPROVED	PROD. INFO. P	REASON: RUNOUT POINT OF SLOPING SURFACE & END OF .15 WIDE SLOT ARE NOT DIM.			
APPROVED Baibly 6-28-57			SAME AS CHG. EFF. DRAWING		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD DIMENSIONS AS SHOWN:



B5 (ZONE A5)



R K. MILLER, 6-4400; ELR 179230, 6-24-57 & ELR 179337, 6/26/57 (REF. IRON FIREMAN TWX 6-21-57 & 6-26-57)

ADCN REF. ONLY

P O.P. ITEM DWG CLARIFICATION

HP 7/3/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R9 2-7000

2-54 H

A D C N

MODEL 707		977-8-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE		GUIDE ASSY LOCK OUT ROD DWG. TITLE THRUST REVERSER		
DRAFTED R. HARDING	7-2-57	JC 7-8-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHECKED D. Corley 7-3-57		7-7-76 B/P GROUP	☐ DEVIATION ☒ VARIATION	ITEM: 7822 CHG. NO.	2	69-3545	—
STRESS		4-4400 REQUESTED	REASON: TO USE MATERIAL AVAILABLE.	SEC. NO.			
APPROVED R. Pearson 7-3-7							
APPROVED		PROD. INFO.		CHG. EFF.			

PARTS LIST ZONE	REPLACES		REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
				~~-1~~	~~HOUSING~~		~~1.20X2.20X2.20~~	~~▷~~	~~—~~	~~F-8.05~~	~~T~~
				-1	HOUSING		1.20X2.20X2.20	▷	—	F-8.05	T

CHANGE PARTS LIST AS ABOVE:
ADD ▷ TO GENERAL NOTES AS BELOW:
▷ CRES BAR, AISI303, PER MIL-S-7720
COMP FM, COND. A
OPTIONAL:
CRES PLATE, AISI321 OR 347, PER MIL-S-6721
ANNEALED.

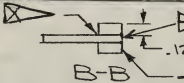
AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

5-45 3T REPRODUCIBLE TO IPD ONLY

MODEL 707 6-6-7	DWG REC CLK 8-7-8-57	**BOEING AIRPLANE COMPANY** SEATTLE 14, WASHINGTON	ISSUE No.	BEAM-SUPPORT,
DRAFTED D. KREINER	RELEASE 7-8-57	**DRAWING DEPARTURE AUTHORIZATION** THE DWG WILL NOT BE CHANGED		DWG TITLE THRUST REVERSER
CHECKED S. Wood 6-7-7	B/P UNIT 7-8-57	REASON: TO FACILITATE MANUFACTURE	SEC. No. 78	
STRESS W. Bme 6/10	PRODUCTION REQUESTED I.P.D.		CHG. No. 7812	
APPROVED Drew 6/17	PROD INFO			
APPROVED W.L. Bemett 6/17	SHOP INFO		ALL	
APPROVED	DCR No. 1279		CHG EFF	

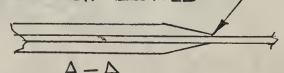
DDA No.	DRAWING No.
~~1~~	~~69-3530~~
2	69-3530

PARTS LIST ZONE	REPLACES	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
			—	~~69-3530~~	~~BEAM~~		~~.30 X 12.18 X 6.??~~				
	69-3530	—	—	69-3530-1	BEAM, ASSY OF						
		✓	1	-2	BEAM		.06 X 2.0 X 12.2				
		✓	2	-3	FLANGE		.125 X .20 X 6.1				

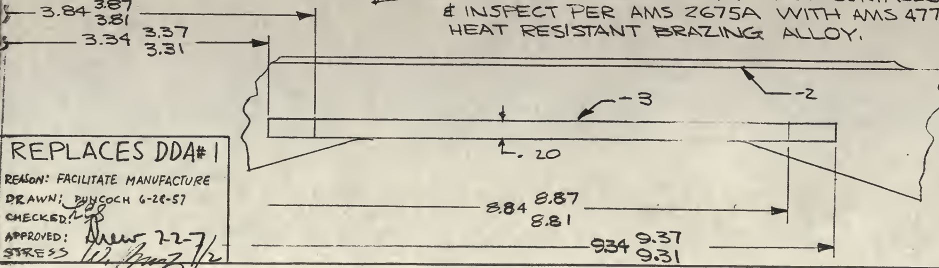


② NOTE: ADDED TO P/L AS SHOWN ABOVE
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & BRAZE NOTE

② (HASTELDY "W" INERT TUNGSTEN ARC)
TACKWELD THIS AREA, APPROX. 2" SPACING & ENDS.
GRIND FLUSH AFTER BRAZING.



FURNACE BRAZE ALL MATING SURFACES & INSPECT PER AMS 2675A WITH AMS 4775 HEAT RESISTANT BRAZING ALLOY.



REPLACES DDA# 1
REASON: FACILITATE MANUFACTURE
DRAWN: DUNCOCH 6-28-57
CHECKED:
APPROVED: Drew 7-2-7
STRESS W. Bme 7/2

BAC 825 A-R3

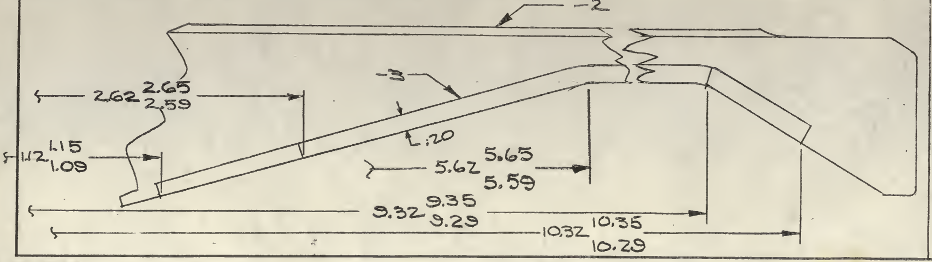
5-5-7 3T REPRODUCIBLE TO IPD ONLY

MODEL 707	DWG REC CLK ~~6-26-57~~ 7-8-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON **DRAWING DEPARTURE AUTHORIZATION** THE DWG WILL NOT BE CHANGED REASON: TO FACILITATE MANUFACTURE	ISSUE No.	DWG TITLE BEAM- SUPPORT, THRUST REVERSER
DRAFTED D. KREINER 6-6-7	RELEASE ~~6-26-57~~ 7-8-57		SEC. No. 78	DDA No. / DRAWING No.
CHECKED S. Wood 6-7-7	B/P UNIT		CHG. No. 7812	~~2~~ ~~69-3532~~
STRESS 6/19	PRODUCTION REQUESTED I.P.D.			3 69-3532
APPROVED 6/17	PROD INFO		ALL	
APPROVED H.T. Bennett 6/17/57	SHOP INFO			
APPROVED	DCR No. 1280		CHG EFF	

PARTS LIST ZONE	REPLACES	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
			~~-~~	~~69-3532~~	~~BEAM~~		~~.38 X 12.18 2.02~~	~~1~~			
	69-3532	-	-	69-3532-1	BEAM, ASSY OF						
		✓	1	-2	BEAM		.07 X 12.18 2.02	1			
		✓	2	-3	FLANGE		.156 X .20 X 9.5	1			

NOTE: CHANGED P/L AS SHOWN ABOVE.
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & BRAZE NOTE.

(3) (HASTELOY "W", INERT TUNGSTEN ARC)
TACKWELD THIS AREA, APPROX. 2" SPACING & ENDS.
GRIND FLUSH AFTER BRAZING.
FURNACE BRAZE ALL MATING SURFACES & INSPECT PER AMS-2675A WITH AMS 4775 HEAT RESISTANT BRAZING ALLOY.



REPLACES DDA # 2
REASON: FACILITATE MANUFACTURE
DRAWN: M. PUNCOCH 6-28-57
CHECKED: SHUMAN
STRESS
APPROVED:

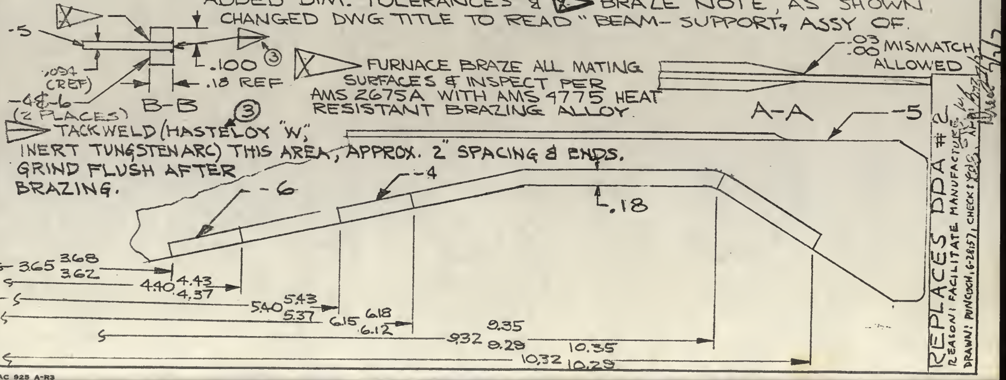
BAC 925 A-R3

5-5-7 3T REPRODUCIBLE TO IPD ONLY

MODEL THRUST REV.	DWG REC CLK 6-28-57 78-57	**BOEING AIRPLANE COMPANY** SEATTLE 14, WASHINGTON	ISSUE No.	DWG TITLE BEAM-SUPPORT, THRUST REV.
DRAFTED S. KREINER 6-5-7	RELEASE 7-8-57	**DRAWING DEPARTURE AUTHORIZATION** THE DWG WILL NOT BE CHANGED	SEC. No. 78	DDA No. / DRAWING No.
CHECKED S. Ulrich 6-7-7	B/P UNIT 7-9-57	REASON: TO FACILITATE MANUFACTURE.	CHG. No. 7812	~~2~~ ~~69-3533~~
STRESS	PRODUCTION REQUESTED IPD.			3 69-3533
APPROVED	PROD INFO		ALL	
APPROVED	SHOP INFO			
APPROVED	DCR No. 1278		CHG EFF	

PARTS LIST ZONE	REPLACES	-3	-2	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
					~~69-3533~~	~~BEAM~~		~~.30 X 12.2 X 2.02~~				
					~~-1~~	~~BEAM~~		~~.30 X 12.28 X 2.02~~				
	69-3533			—	69-3533-2	BEAM, ASSY OF						
	69-3533-1			—	69-3533-3	BEAM, ASSY OF						
			✓	2	-4	FLANGE		.18 X .120 X 5.5				
		✓	✓	1	-5	BEAM		.094 X 12.18 X 2.02				
		✓		2	-6	FLANGE		.18 X .120 X 7.0				

NOTE: CHANGED P/L AS SHOWN ABOVE.
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & X BRAZE NOTE, AS SHOWN
CHANGED DWG TITLE TO READ "BEAM-SUPPORT, ASSY OF.



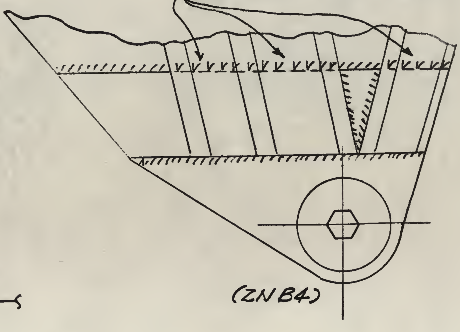
BAC 925 A-R3

MODEL 707-120		ET 7-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		CLAMSHELL INSTL THRUST REVERSER DWG. TITLE		
DRAFTED E15	7-22-57	9C7-15-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHECKED E. White	6/21/57	7-15-57 MB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	ITEM 7815 CHG. NO.	R1	65-4253	—
STRESS —		ROHR REQUESTED	REASON: WELD CONTINUITY	78 SEC. NO.			
APPROVED R. Aken	6/24/57		OMITTED & DIM. INCORRECTLY CALLED OUT	ALL			
APPROVED [illegible]	6/24	PROD. INFO.	(ENGRS ERROR)	CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN A7 & B4, REVISE DWG AS SHOWN



(ZNB4)

APPROVED
Chkd. By: S. Wood Date 7-10
Apprvd. By: [illegible] Date 7-11-57
Boeing Airp. Co.-Transport Div.

~~22.92~~
29.92
(ZNA7) *

*ADCN REF.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

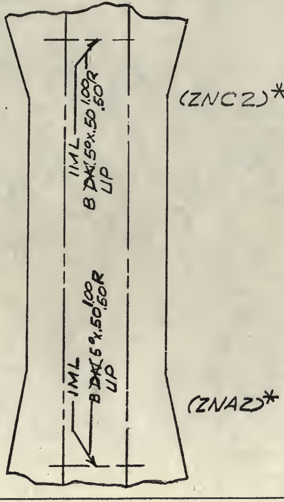
2-7000

2-52 2T NOT PROCESS

MODEL 707-120		8/7-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE		DWG. TITLE STRUT EXHAUST PLUG ASSY OF	
DRAFTED EIS	6-22-57	JL7-15-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN: R3	DRAWING NO.: 65-4286 / SHT. 2
CHECKED E. White	6/24/57	7-15-57 MB B/P GROUP ROHR	☐ DEVIATION ☒ VARIATION	ITEM 7811 CHG. NO.		
STRESS		LOFT REQUESTED	REASON: BEND DIRECTION	SEC. NO. 78		
APPROVED R. Ahern	6/24/57	NONE NO PARTS	INCORRECTLY CALLED OUT	ALL		
APPROVED	6/26	MFGD PROD. INFO.	FOR -4 (ENGRG ERROR)	CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZNA2 & C2, REVISE BEND DATA FOR -4 AS SHOWN



APPROVED
Chkd. By: [signature] Date 7-11
Apprvd. By: [signature] Date 7-11-57
Boeing Airp. Co.-Transport Div.

-* ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

ADCN

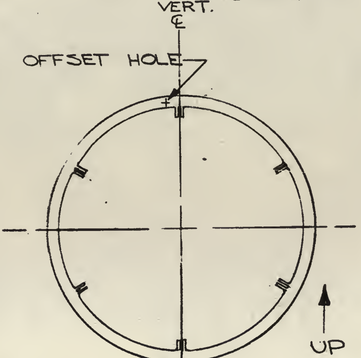
2-53 2T

MODEL THRUST REVERSER		917-15-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN	A	CASCADE AND DEFLECTOR, THRUST DWG. TITLE REVERSER, ASSY OF
DRAFTED D. KREINER	7-1-7	9C7-15-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN / DRAWING NO. / SHT.
CHECKED I. Greengo 7/11/57		7-15-57 MK B/P GROUP	☐ DEVIATION ☑ VARIATION	CHG. NO. 7812	2 / 65-4291 / 2
STRESS —		R. Pearson 6-7000 REQUESTED	REASON: TO INDICATE OFFSET HOLE & BOLT.	SEC. NO.	
APPROVED LES W. [illegible]	7-11	—			
APPROVED		PROD. INFO.		CHG. EFF.	

ADCN

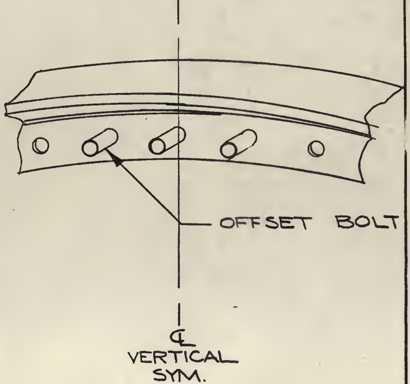
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE C3: ADD OFFSET BOLT CALLOUT.
IN ZONE A4: ADD OFFSET HOLE CALLOUT, DIRECTION INDICATOR & "FRONT VIEW" TO FWD RING CALLOUT.



FRONT VIEW
FWD RING
NO SCALE

DETAIL II



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 (-R9

2-7000

DCN

MODEL THRUST REVERSER		7-15-57 DWG. REC. CLK.		FAIRING PANEL INST. -SLEEVE DOOR, THRUST REVERSER (DWG. TITLE)
DRAFTED D. KREINER	7-1-7	7-15-57 RELEASE	ISSUE NO. ITEM 7813	ADCN 1 / DRAWING NO. 65-6561 / SHT. 1
I. Greengo 7/11/57 CHECKED		7-15-57 MB B/P UNIT	CHG. NO.	
STRESS		R. Pearson 6-7000 REQUESTED	SEC. NO.	
APPROVED	7-11	PROD. INFO.	CHG. EFF.	
APPROVED				

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☑ VARIATION

REASON: USED ON DWG NO. INCORRECT

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

NOTE: CHANGE "USED ON" COLUMN AS SHOWN BELOW

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
					65-6561-2		
		65-4250			65-6561-1		
		65-4250			~~65-6561-2~~		
	~~1~~	~~65-3610~~			~~65-6561-1~~		
	~~1~~	~~65-3610~~					

BAC 924 D-R4

2-55 27 NOT PROCESS

MODEL 707-120		27 7-15-57 DWG. REC. CLK.
DRAFTED E.WHITE	6/21/57	JC 7-15-57 RELEASE
CHECKED E-IS	6/21/57	7-15-57 B/P GROUP
STRESS		ROHR REQUESTED
APPROVED R. Ahern	6/24/57	
APPROVED	6/21/57	PROD. INFO.

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: PRESENT DIMENSION PERMITS OUT-OF-TOLERANCE MISMATCH UPON ASSY.

ISSUE NO.	
CHG. NO.	ITEM 7811
SEC. NO.	78
	ALL
CHG. EFF.	

DWG. TITLE: LUG, STRUT TIE - EXHAUST PLUG

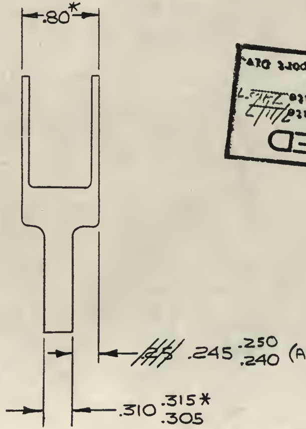
ADCN	DRAWING NO.	SHT.
R/	65-3305	-

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

(ENGRG ERROR)

REVISE DIMENSION AS SHOWN.



APPROVED

Chkd. By: Date 7/11/57

Apprv'd. By: Date 7/15/57

Boeing Airp. Co.—Transport Div.

*ADCN REF.

NONE. NO PARTS MADE.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

2-55 37 NOT PROCESS

ADCN

MODEL 707		D1 7-15-57 DWG. REC. CLK.	
DRAFTED EIS	6-17-57	JC 7-15 57 RELEASE 7-15-57	
CHECKED E. White	6/18/57	B/P GROUP ROHR TOOLING	
STRESS R.H. Jenkins	6-19-57	REQUESTED NONE- NO PARTS MFG'D.	
APPROVED			
APPROVED H. Crowl	6/18/57	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO PROVIDE OPTIONAL METHOD OF FABRICATION (MFG FACILITY)

ISSUE NO. ITEM 7813

CHG. NO.

SEC. NO. 78 1-199

CHG. EFF.

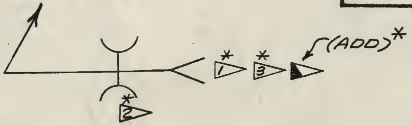
DWG. TITLE: RING, SLEEVE DOOR SEAL

ADCN	DRAWING NO.	SHT.
R1	66-3307	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE DWG & ADD TO GENERAL NOTES AS SHOWN

APPROVED
Chkd. By: PURCOCH Date 7-10-57
Apprvd. By: [illegible] Date 7-11-57
Boeing Airp. Co.-Transport Div.



▶ FLASHWELD PER AMS 7490, OPTIONAL ← (ADD)*

*ADCN REF.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS 2-7000-21

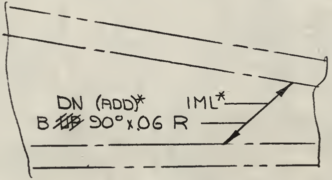
2 -55 27

MODEL 707-120		977-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN) THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	17 ISSUE NO.	RIB-SLEEVE DOOR, THRUST REVERSER DWG. TITLE	ADCN
DRAFTED E. WHITE	7/1/57	9-9-15-57 RELEASE	☐ DEVIATION ☒ VARIATION	ITEM 7813 CHG. NO.	ADCN: R-1 / DRAWING NO.: 69-3549 / SHT.: –	
CHECKED EJS	7/1/57	9-15-57 B/P GROUP	REASON: FLANGE BEND INFORMATION DOES NOT AGREE WITH ASSY DWG. (ENGRG ERROR)	78 SEC. NO.		
STRESS —		ROHR REQUESTED		ALL		
APPROVED R. Ahern	7/2/57	PROD. INFO.		CHG. EFF.		
APPROVED	7/1/57					

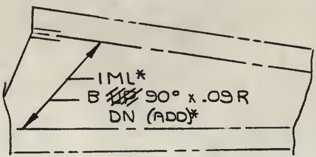
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE BEND INFORMATION AS SHOWN BELOW.

APPROVED
Chkd. By: P. Kinloch Date 7-10-57
Apprvd. By: [illegible] Date 7-11-57
Boeing Airp. Co.-Transport Div.



69-3549-1, -2 OPP*



* ADCN REF.

▷ NONE. NO PARTS MADE.

69-3549-3*

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000 21

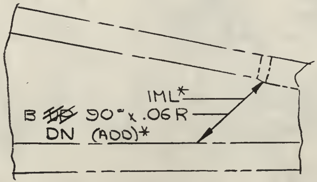
2-58 21

MODEL 707-120		577-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	17	R113 - SLEEVE DOOR THRUST REVERSER	A D C N
DRAFTED E.WHITE	7/1/57	7C 7-15-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE	
CHECKED EJS	7/1/57	7-15-57 MS B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	ITEM 7813 CHG. NO.	ADCN R-1 / DRAWING NO. 69-4912 / SHT. -	
STRESS —		ROHR REQUESTED	REASON: FLANGE BEND INFORMATION DOES NOT AGREE WITH ASSY DWG. (ENGRG ERROR)	SEC. NO. 78		
APPROVED R. Ahern	7/2/57			ALL		
APPROVED Gis	7/1/57	PROD. INFO.		CHG. EFF.		

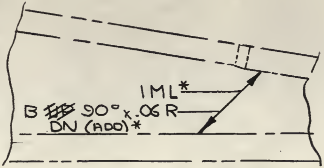
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE BEND INFORMATION AS SHOWN BELOW.

APPROVED
Chkd. By: WINLOCH Date 7-12-57
Apprvd. By: [illegible] Date 7-11-57
Boeing Airp. Co.-Transport Div.



69-4912*



69-4912-1*

*ADCN REF

▷ NONE - NO PARTS MADE.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-53 27

MODEL 707-120		077-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	RIB-SLEEVE DOOR THRUST REVERSER DWG. TITLE
DRAFTED E. WHITE	7/1/57	7-15-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. A
CHECKED E/S	7/1/57	7-15-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO. ITEM 7813
STRESS -		ROHR REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 78
APPROVED R. Ahern	7/2/57		REASON: FLANGE BEND INFORMATION DOES NOT AGREE WITH ASSY DWG. (ENGRG ERROR)	ALL
APPROVED Gis	7/1/57	PROD. INFO.		CHG. EFF.

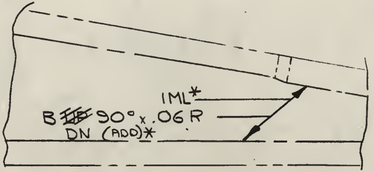
ADCN	DRAWING NO.	SHT.
R-1	69-4913	-

ADCN

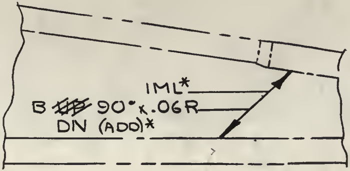
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE BEND INFORMATION AS SHOWN BELOW.

APPROVED
Chkd. By: Pumlech Date 7-10-57
Appr'd. By: WL Date 7-11-57
Boeing Airp. Co.-Transport Div.



69-4913*



69-4913-1*

* ADCN REF

▷ NONE. NO PARTS MADE

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

21

2-52 IT

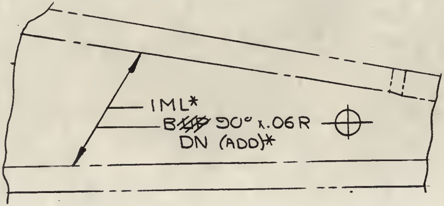
MODEL 707-120		7-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	A ISSUE NO.	RIB - SLEEVE DOOR THRUST REVERSER DWG. TITLE
DRAFTED E. WHITE	7/1/57	7-15-57 RELEASE		ITEM 7813 CHG. NO.	ADCN R-1 / DRAWING NO. 69-4914 / SHT. -
CHECKED EIS	7/1/57	7-15-57 MB B/P UNIT	☐ DEVIATION ☒ VARIATION	78 SEC. NO.	
STRESS		ROHR REQUESTED	REASON: FLANGE BEND INFORMATION DOES NOT AGREE WITH ASSY DWG. (ENGRG ERROR)	ALL CHG. EFF.	
APPROVED ~~STANDARDS~~ R. Ahern	7/2/57	PROD. INFO.			
APPROVED Gio	7/1/57				

ADCN

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE BEND INFORMATION AS SHOWN BELOW.

APPROVED
Chkd. By: DUNLOCH Date 7-10-57
Appr'd. By: [illegible] Date 7-11-57
Boeing Airp. Co.-Transport Div.



NONE - NO PARTS MADE.

			WORK PRESS. PSI		NUMBER / TUBE ASSY	REQD	NUT / END FITTINGS PER TUBE ASSY	SLEEVE	REQD	ZONE SHT / ZONE CODE	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENTIFICATION	TYPE ENDS	MIN STOCK LGTH

BAC 824 E-R2

1-53 2T REPRODUCIBLE TO IPD & ROAR

MODEL 707		266-20-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE	A ISSUE NO.	CASCADE & DEFLECTOR THRUST REVERSER DWG. TITLE ASSY OF		
DRAFTED S. Wood	6-10-57	RN 6/20/57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN		ADCN	DRAWING NO.	SHT.
CHECKED S.H. FELD	6/10/57	6-21-57 LB B/P GROUP	☐ DEVIATION ☒ VARIATION	CHG. NO. 7812	2	65-4291	1
STRESS W. Banz	6/10/57	BENNETT REQUESTED	REASON: TO CLARIFY DWG	SEC NO. 78			
APPROVED [signature]	6/10/57						
APPROVED J. L. Bennett	6/17/57	PROD. INFO.		CHG. EFF. ALL			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN NOTES REVISE 3 AS SHOWN:

3 -1 ONLY
FURNACE BRAZE ---
(a) -----
~~(b) EXTERIOR INSPECTION SHALL~~ ---
(b) WITH BRAZING ALLOY APPLIED TO ONE SIDE
OF THE JOINT BEFORE BRAZING, EXTERIOR
INSPECTION SHALL SHOW A COMPETE LINE OF
BRAZE ALLOY ON BOTH SIDES OF COMPLETED JOINT.

ADD UNDERSCORED PHRASE ADCN (REF)

(C) IN THE EVENT SUBSEQUENT BRAZING IS REQD
TO MEET REQUIREMENTS OF (b) OFFSIDE
BRAZING IS ALLOWED; AND X-RAY INSPECTION
SHALL BE EMPLOYED TO ESTABLISH COMPLIANCE
WITH (a)

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

THRUST REVERSER   3.19 6T   NOT PROCESS

MODEL 707		266-20-57 DWG. REC CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE — THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION		DWG. TITLE: EXHAUST PLUG INSTALLATION
DRAFTED KRISTOFFERSON	6-10-57	RELEASE 6-20-57	REASON: TO COMPLY WITH A STANDARDS CHANGE.	ISSUE NO. ITEM 7854	ADCN 2 — DRAWING NO. 65-3617 — SHT. 1
CHECKED S. H. FELD	6/10/7	B/P GROUP BENNETT 6-7000 REQUESTED		CHG. NO.	ADCN 1 — DRAWING NO. 65-3617 — SHT. 2
STRESS —				SEC. NO.	
APPROVED [signature]	6/17/7				
APPROVED W. L. Bennett	6/17/57	PROD. INFO.		CHG. EFF.	

PARTS LIST ZONE	REPLACES	65-3617	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓	4	~~BACB30BG-5-10A~~ BACB30BG-5C-10A	BOLT						
		✓ / -1	16 / 3	~~BACB30BG-4-2A~~ BACB30BG-4C-2A	BOLT						

SHT 1: CHANGE P/L AS SHOWN ABOVE, IN ZONE C4 CHANGE BOLT CALLOUTS AS SHOWN:

~~BAC B30 BG-5-10A~~ ~~BACB30BG-4-2A~~
BAC B30 BG-5C-10A   BAC B30 BG-4C-2A

SHT 2: IN ZONE'S B8, B6 & D6 CHANGE BOLT CALLOUT AS SHOWN:

~~BAC B30 BG-4-2~~
BAC B30 BG-4C-2A

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5   2-7000

ADCN
REPRODUCIBLE TO 11/00/2002

3-48 2T NOT PROCESS

ADCN

MODEL 707-120		826-20-57 DWG. REC. CLK.	
DRAFTED E.WHITE	5/28/57	2x6-20-57 RELEASE 6-20-57 EC	
CHECKED E/S	5/31/57	B/P GROUP	
STRESS RSWhiten	5/31/57	LOFT REQUESTED	
APPROVED			
APPROVED E's	5/31/57	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO PROVIDE A STATION REFERENCE. (DWG CLARIFICATION)

ISSUE NO. ITEM 7811

CHG. NO.

SEC. NO. 78

1-199 *

301-1999

CHG. EFF.

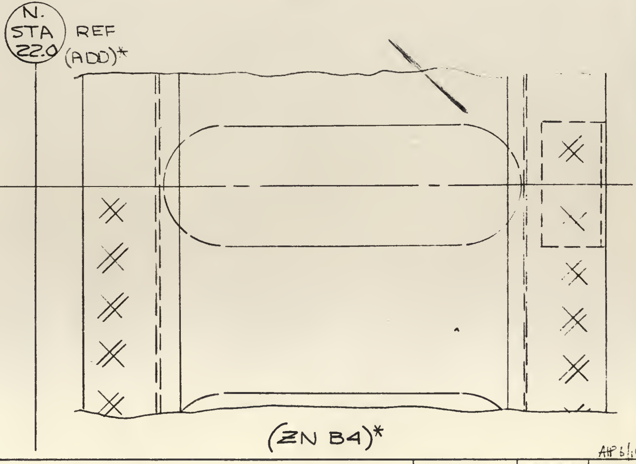
DWG. TITLE: STRUT EXHAUST PLUG, ASSY OF

ADCN	DRAWING NO.	SHT.
R-1	65-4286	2

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

LABEL GRID LINE FOR STATION REFERENCE AS SHOWN BELOW.

BAC RELEASED ☐ KC-135
CARDED ☒ 707
CHECKED Blakisle 6/4/57
CHECKED
RELEASED JE Larson 6/17/57



℄ SYM*
(EXCEPT AS NOTED)

* ADCN REF

NONE. NO PROD. PARTS MADE.

AP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

4-48 IT [illegible] REPRODUCIBLE TO PD & ROHR

MODEL 707

DRAFTED S. Wood

CHECKED Poindexter 6-17-57

STRESS W. Benz 6/17/57

STANDARDS [illegible] 6/17/57

APPROVED H. L. Bennett 6/17/57

926-20-57
DWG. REC. CLK.
RML-20-57
RELEASE
6-20-57 EC
B/P GROUP
ROHR
REQUESTED
PROD. INFO.

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON
ADVANCE DRAWING CHANGE NOTICE
THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
☐ DEVIATION ☒ VARIATION

REASON: TO PROVIDE GAS VENT HOLES.

ISSUE NO.
CHG. NO. 7815
SEC. NO. 78
CHG. EFF. ALL

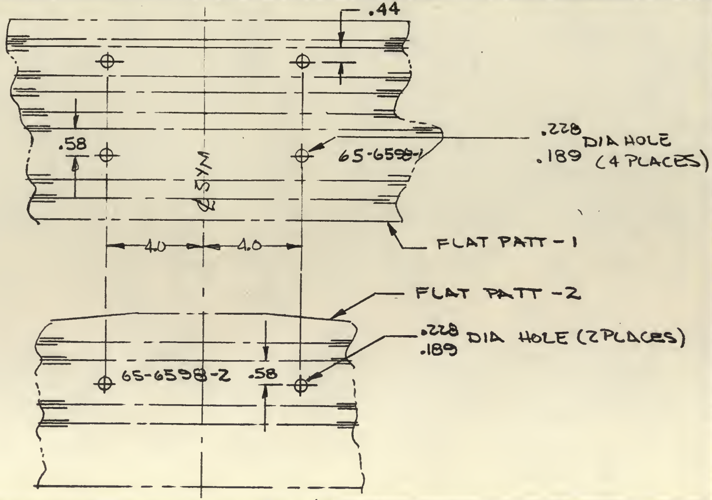
DWG. TITLE STIFFENERS CLAMSHELL THRUST REV.

ADCN	DRAWING NO.	SHT.
1	65-6598	2

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD HOLES TO FLAT PATTERNS OF -1 & -2 AS INDICATED.



		WORK PRESS. PSI		NUMBER / TUBE ASSY	REQD	NUT / END FITTINGS PER TUBE ASSY	SLEEVE	REQD	ZONE SHT / ZONE CODE	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH

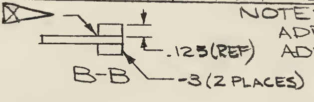
BAC 924 L R2

4-51 2T REPRODUCIBLE TO IPD ONLY

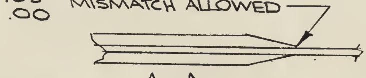
MODEL 707	DWG REC CLK 9C6-20-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON DRAWING DEPARTURE AUTHORIZATION THE DWG WILL NOT BE CHANGED	ISSUE No.	DWG TITLE BEAM-SUPPORT, THRUST REVERSER
DRAFTED D. KREINER 6-6-7	RELEASE 9C6-20-57 6-20-57EC.		SEC. No. 78	DDA No. 1 — DRAWING No. 69-3530
CHECKED S. Wood 6-7-7	B/P UNIT PRODUCTION	REASON: TO FACILITATE MANUFACTURE	CHG. No. 7812	
STRESS W. Burk 6/10	REQUESTED I.P.D.			
APPROVED Dawes 6/17	PROD INFO			
APPROVED H.F. Bennett 6/17	SHOP INFO		ALL	-
APPROVED	DCR No. 1279		CHG EFF	

PARTS LIST ZONE	REPLACES	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
			—	~~69-3530~~	~~BEAM~~		~~.30 X 12.18 X 2.07~~				
	69-3530	—	—	69-3530-1	BEAM, ASSY OF						
		✓	1	-2	BEAM		.06 X 2.0 X 12.2	▷			
		✓	2	-3	FLANGE		.125 X .20 X 6.1	▷			

NOTE: ADDED TO P/L AS SHOWN ABOVE
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & ▷ BRAZE NOTE

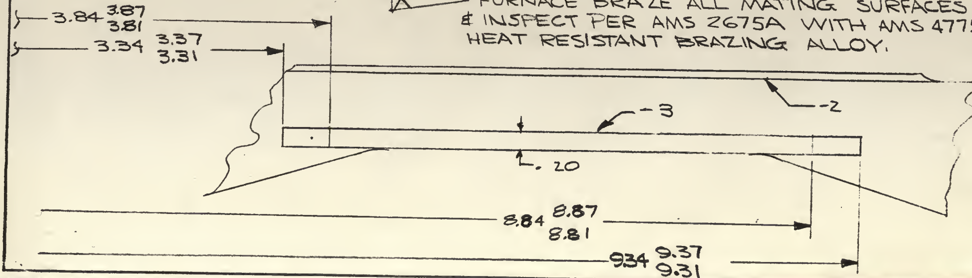


B-B



A-A

▷ FURNACE BRAZE ALL MATING SURFACES & INSPECT PER AMS 2675A WITH AMS 4775 HEAT RESISTANT BRAZING ALLOY.

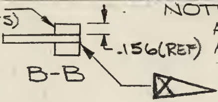


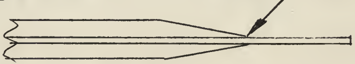
4-52 2T   REPRODUCIBLE TO IPD ONLY

MODEL 707	9C6-20-57 DWG REC CLK 9C6-20-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE No.	DWG TITLE BEAM - SUPPORT, THRUST REVERSER	
DRAFTED D. KREINER 6-6-7	RELEASE 6-20-57EC.	DRAWING DEPARTURE AUTHORIZATION	SEC. No. 78	DDA No.	DRAWING No.
CHECKED S. Wood 6-7-7	B/P UNIT	THE DWG WILL NOT BE CHANGED	CHG. No. 7812	2	69-3532
STRESS [illegible] 6/19	PRODUCTION REQUESTED I.P.D.	REASON: TO FACILITATE MANUFACTURE			
APPROVED [illegible] 6/17	PROD INFO		ALL		
APPROVED N.F. Bennett 6/17	SHOP INFO				
APPROVED	DCR No. 1280		CHG EFF		

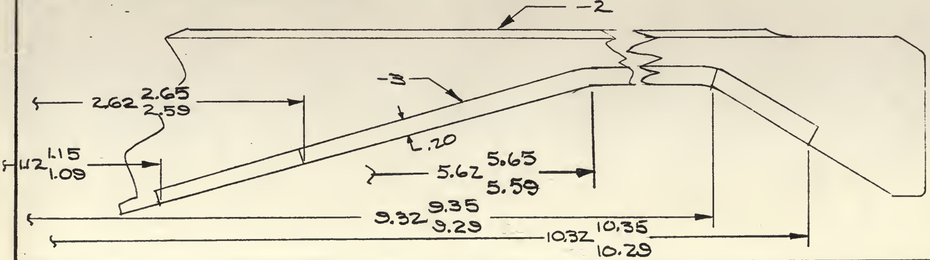
PARTS LIST ZONE	REPLACES	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
			—	~~69-3532~~	~~BEAM~~		~~.38 X 12.18 2.02~~	~~1~~			
	69-3532	—	—	69-3532-1	BEAM, ASSY OF						
		✓	1	-2	BEAM		.07 X 12.18 2.02	1			
		✓	2	-3	FLANGE		.156 X .20 X 9.5	1			

NOTE: CHANGED P/L AS SHOWN ABOVE.
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & X BRAZE NOTE.





X FURNACE BRAZE ALL MATING SURFACES & INSPECT PER AMS-2675A WITH AMS 4775 HEAT RESISTANT BRAZING ALLOY.



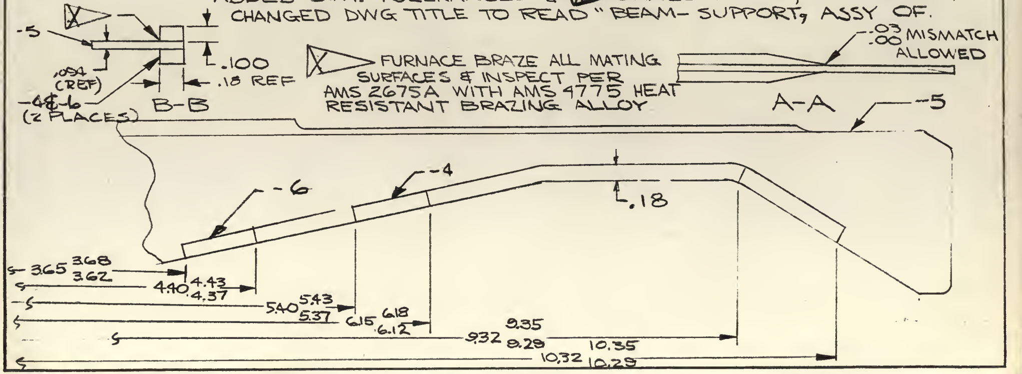
BAC 925 A-R3

4-52 2T REPRODUCIBLE TO IPD ONLY

MODEL THRUST REVERSER	226-20-57 DWG REC CLK	**BOEING AIRPLANE COMPANY** SEATTLE 14, WASHINGTON	ISSUE No.	DWG TITLE BEAM-SUPPORT, THRUST REV.
DRAFTED D. KREINER 6-5-7	RELEASE 226-20-57 6-20-57 BC.	**DRAWING DEPARTURE AUTHORIZATION** THE DWG WILL NOT BE CHANGED	SEC. No. 78	DDA No. 2 / DRAWING No. 69-3533
CHECKED S. Wood 6-7	B/P UNIT PRODUCTION	REASON: TO FACILITATE MANUFACTURE.	CHG. No. 7812	
STRESS W. Bontz 6/10	REQUESTED I.P.D.			
APPROVED 6/17	PROD INFO		ALL	
APPROVED H. L. Bennett 6/11/57	SHOP INFO			
APPROVED	DCR No. 1278		CHG EFF	

PARTS LIST ZONE	REPLACES	-3	-2	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
					~~69-3533~~	~~BEAM~~		~~.30 X 12.2 X 2.02~~				
					~~-1~~	~~BEAM~~		~~.30 X 12.28 X 2.02~~				
	69-3533			—	69-3533-2	BEAM, ASSY OF						
	69-3533-1			—	69-3533-3	BEAM, ASSY OF						
			✓	2	-4	FLANGE		.18 X .120 X 5.5				
		✓	✓	1	-5	BEAM		.094 X 12.18 X 2.02				
		✓		2	-6	FLANGE		.18 X .120 X 7.0				

NOTE: CHANGED P/L AS SHOWN ABOVE.
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & X BRAZE NOTE, AS SHOWN.
CHANGED DWG TITLE TO READ "BEAM-SUPPORT, ASSY OF.



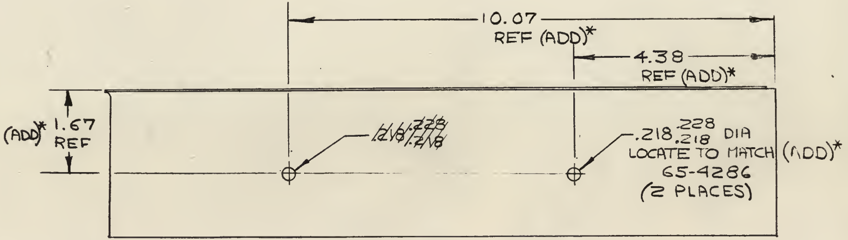
4-65 IT NOT PROCESS

MODEL 707-120		JC6-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE		STRUT FAIRING UPPER EXHAUST PLUG ASSY OF
DRAFTED E. WHITE	5/28/57	RX6-20-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	DWG. TITLE
CHECKED E/S	5/28/57	6-20-57EC B/P GROUP	☐ DEVIATION ☒ VARIATION	ITEM 7811 CHG. NO.	ADCN R-1 · DRAWING NO. 69-3541 · SHT. -
STRESS Allenter	5/31/57	TOOLING REQUESTED	REASON: HOLE PATTERN	SEC. NO. 78	
APPROVED			DOES NOT COINCIDE WITH	1-199 &	
APPROVED Lis	5/31/57	PROD. INFO.	ASSY DWG. (ENGRG ERROR)	301-1999 CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD HOLE LOCATION NOTE AND REFERENCE DIMENSIONS AS SHOWN.



*ADCN REF

NONE. NO PROD. PARTS MADE.

BAC RELEASED
CANCLD BY BAC ADCN
CHECKED Blakeslee 6/14/57
CHECKED
APPROVED Johnson 6/17/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

NOT PROCESS

MODEL 707-120		6-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE (ADCN)	
DRAFTED E. WHITE	5/28/57	6-20-57 RELEASE 6-20-57 EC.	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. ITEM 7811
CHECKED EIS	5/31/57	B/P GROUP LOFT	☐ DEVIATION ☒ VARIATION	CHG. NO. 78
STRESS (signature)	5/31/57	REQUESTED	REASON: HOLE PATTERN DOES NOT COINCIDE WITH ASSY DWG. (ENGRG ERROR)	SEC. NO. 1-199 & 301-1999
APPROVED				
APPROVED (signature)	5/31/57	PROD. INFO.		CHG. EFF.

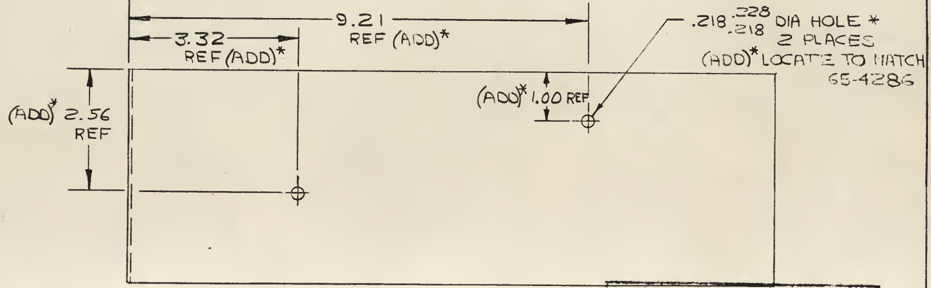
DWG. TITLE: STRUT FAIRING CTR EXHAUST PLUG ASSY OF

ADCN	DRAWING NO.	SHT.
R-1	69-3543	–

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD HOLE LOCATION NOTE AND REFERENCE DIMENSION AS SHOWN.



* ADCN REF.

NONE. NO PROD. PARTS MADE.

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☑ 707

CHECKED (signature) 6/17/57
CHECKED
APPROVED (signature) 6/17/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

TT 2nd pd. 3-30 ?? NOT PROCESS

MODEL 707-120		DT 7-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	STRUT EXHAUST PLUG, ASSY OF DWG. TITLE
DRAFTED E. WHITE	6/18/57	JC 7-15-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	
CHECKED E/S	6/18/57	7-15-57 EC B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. ITEM 7811
STRESS —		LOFT REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO. 78
APPROVED			REASON: TO PROVIDE A STATION REFERENCE. (DWG CLARIFICATION)	SEC. NO. 1-199
APPROVED	6/18/57	PROD. INFO.		CHG. EFF.

ADCN	DRAWING NO.	SHT.
R2	65-4286	2

ADCN

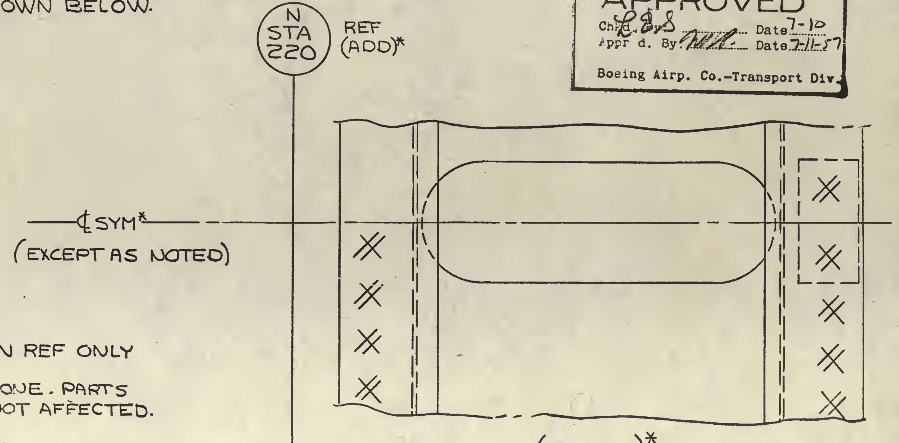
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CANCELS ADCN R-1

REASON: GRID LINE INCORRECTLY LABELED.

LABEL GRID LINE FOR STATION REFERENCE AS SHOWN BELOW.

APPROVED
Chk'd. By LDS Date 7-10
Appr d. By [signature] Date 7-11-57
Boeing Airp. Co.-Transport Div.

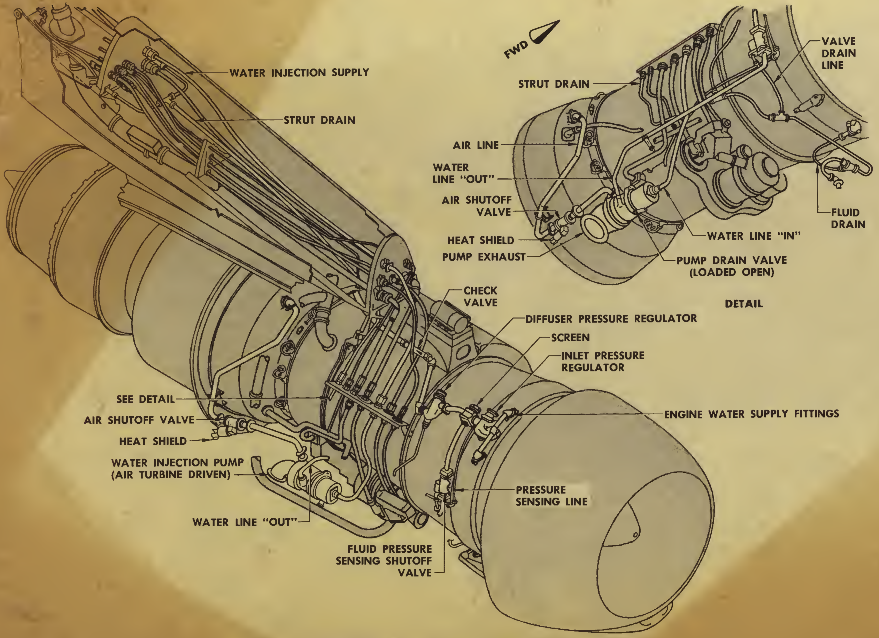


* ADCN REF ONLY

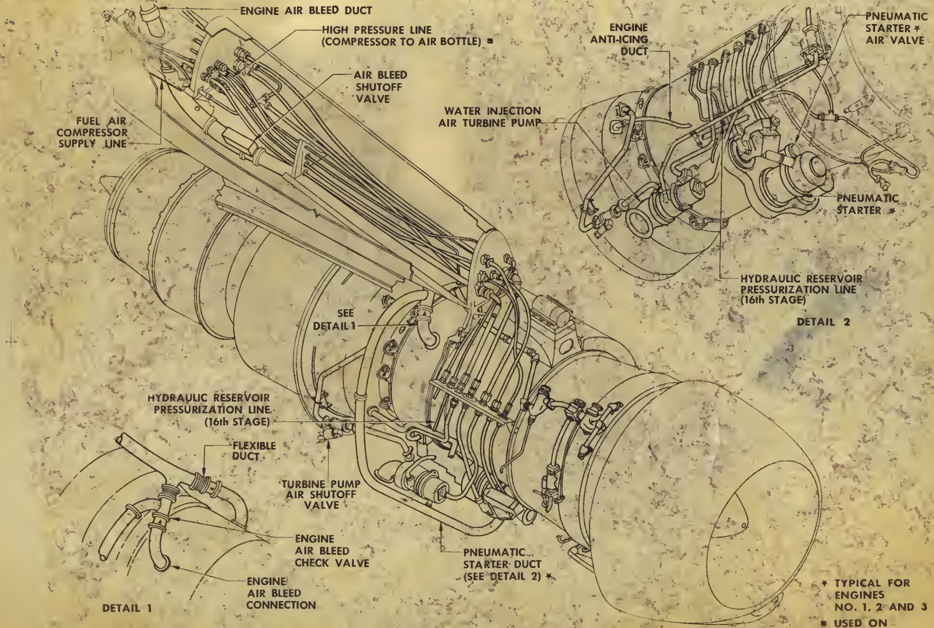
NONE. PARTS NOT AFFECTED.

BAC 924 C-R4

10.77
SHT 2



NACELLE WATER INJECTION AND DRAIN INSTALLATION



* TYPICAL FOR ENGINES NO. 1, 2 AND 3
■ USED ON ENGINE NO. 4 ONLY

NACELLE PNEUMATIC INSTALLATION

MODEL 707	DWG REC CLK JC 6-18-57	BOEING AIRPLANE COMPANY	A
DRAFTED S. WOOD	RELEASE JC 6-18-57	DRAWING DEPARTURE AUTHORIZATION	ISSUE No.
CHECKED Greengo 6/14/57	B/P GROUP 6-18-57 EL	THE DWG WILL NOT BE CHANGED	CHG. No. 7812
STRESS	I.P.D PRODCTION REQUESTED	REASON: TO FACILITATE MFG. OF WELDED ASSY	SEC. No. 78
APPROVED Drew 6/14	PROD INFO		I.P.D. ONLY
APPROVED H Bennett 6/14/57	SHOP INFO		CHG EFF
APPROVED	ELR OR DCR ✓		

DWG TITLE: TURNING VANE THRUST REVERSER

DDA No.	DRAWING No.
1	65-4298

PARTS LIST DONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE MAIN VIEW TO ADD DIMENSIONS AS INDICATED

ASSY NO.	Ac
-81	3.075
-83	3.054
-85	2.963
-87	2.961
-89	3.843
-91	4.215

FOR USE ON 65-4291-3 ASSY ONLY

MODEL 707

DRAFTED S. WOOD 6-12-7

CHECKED J. Greengo 6/14/7

STRESS ———

STANDARDS

APPROVED [illegible] 6/14/7

JB 6-18-57
DWG. REC. CLK.
JC 678-57
RELEASE
6-18-57 [illegible]
B/P GROUP
ROHR
REQUESTED

PROD. INFO.

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADVANCE DRAWING CHANGE NOTICE (ADCN)

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO CORRECT DRAWING ERRORS

ISSUE NO. A

CHG. NO. 7812

SEC. NO. 78

-1 ASSY ONLY
CHG. EFF.

TURNING VANE THRUST REVERSER
DWG. TITLE

ADCN	DRAWING NO.	SHT.
1	65-4298	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE DIMS. INDICATED BELOW IN ZN A4

ASSY NO	DIM "A" ±.01	DIM "B"	DIM "X"	DIM "Y"
-81	3.070	~~3.120~~ 3.128	.030	.035
-83	3.050	~~3.120~~ 3.128	.035	.050
-85	~~3.000~~ 2.957	~~3.120~~ 3.128	~~.025~~ .050	.1250
-87	2.950	~~3.120~~ 3.128	.1250	.054
-89	3.820	~~3.905~~ 3.899	.064	.025
-91	~~4.190~~ 4.177	~~4.224~~ 4.231	.054	.000

B NO PARTS MADE - PART NUMBERS NOT CHANGED

				WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENTIFICATION	TYPE ENDS	MIN STOCK LGTH
						TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 924 E-R2

8-68 IT REPRODUCIBLE TO IPD. & ROHR

MODEL 707	WJ 7-15-57 DWG REC CLK	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON DRAWING DEPARTURE AUTHORIZATION THE DWG WLL NOT BE CHANGED	ASSEMBLY DIRECTIONAL VALVE DWG TITLE THRUST REVERSER
DRAFTED V.P. WEED 7/1/57	RELEASE 7-15-57 LB		~~MCR No.~~
CHECKED E.V. [illegible] 7/11/57	B/P UNIT		SEC No.
STRESS	PEARSON R. REQUESTED	REASON: NEW HI-TEMP BEARING NOT AVAILABLE AT THIS TIME.	ITEM 7832 · DDA NO. 1 · DRAWING NO. 69-3507
STANDARDS	PROD INFO		
APPROVED [illegible] 7-11	SHOP INFO		
APPROVED	DCR No.		CHG EFF

PARTS LIST ZONE	REPLACER	69-3507	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX.)	MATERIAL	HEAT TREAT	FINISH
		✓	~~1~~	~~RAP 3M5-S1~~	~~BEARING BALL (BAC-B10A-680)~~		~~MARLIN ROCKWELL CORP. JAMESTOWN N.Y. (OR EQUIV.)~~			
		✓	1	RA3M5	BEARING BALL		FAFNIR BRG. Co. NEW BRITAIN, CONN. (OR EQUIV)			

REMOVE NON-METALLIC SEALS & REPACK WITH SHELL 21176A SILICONE GREASE.
OPTIONAL: REPLACE NON METALLIC SEALS WITH TEFLON SEALS.

FIRST TWO UNITS MFG'D BY ROHR.

FIRST FOUR UNITS MFG'D BY IPD

BAC 925 A-R1

7-52 IT.

ADCN

DJ 7-3-57

MODEL 707		~~SA 11-6-56~~ DWG REC CLK	BOEING AIRPLANE COMPANY SEATTLE 14 WASHINGTON		SUPPORT BRACKET REVERSE THRUST CONTROL ASSY. OF (DWG TITLE)
DRAFTED E. HELLAND	10-31-56	~~SA 11-6-56~~ RELEASE 7/3/57 ~~11-6-56~~ 7-3-7 CP	ADVANCE DRAWING CHANGE NOTICE — THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO PRR 9500	
CHECKED		B/P UNIT	☐ DEVIATION ☒ VARIATION	CHG NO	
STRESS				SEC NO 51	
APPROVED		REQUESTED	REASON: TO BRING TAB BLOCK UP TO DATE		
APPROVED G. Hildahl	11-1-56	PROD. INFO.		CHG EFF. NOTED	

ADCN	DRAWING NO	SHT
~~1~~	~~69-1581~~	~~—~~
3	69-1581	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX NET)	MATERIAL	HEAT TREAT	FINISH	P

REPLACES ADCN#1
DRAWN: SEYMOUR 7-1-57
REASON: TO BRING TAB BLOCK UP TO DATE
CHECKED:
APPROVED: a. Sudduth 7-2-57

CHANGE TAB BLOCK AS SHOWN:

(3)

AIRP SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
51		69-1621	707				
~~51~~	~~1~~	~~65-1794~~	~~707~~	~~1-1999~~	~~69-15812~~		
~~51~~	~~1~~	~~65-1798~~	~~707~~	~~1-1999~~	~~69-15812~~		

BAC 924 U.R4

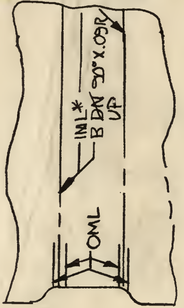
WP 11/5

THRUST REVERSER   11-50 2T ELR 88727

MODEL 707		9-7-8-57 DWG. REC CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	STRUT-EXHAUST PLUG - ASSY OF (DWG. TITLE)		
RAY A. STEWART (DRAFTED)	6-2457	9-7-8-57 RELEASE	☐ DEVIATION ☒ VARIATION	95000	ADCN	DRAWING NO	SHT
Burke 6-27-57 (CHECKED)		7-8-57 CE B/P GROUP	REASON: FLAT PATTERN DOES NOT AGREE WITH PART SHOWN IN ASSY	CHG. NO.	2	65-4286	2
STRESS		PELICOTTI 2-3944 REQUESTED		SEC. NO.			
APPROVED							
APPROVED Oastin 6/28/57		PROD. INFO.		CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN A2
CHG F/P AS SHOWN



P DETAIL PLNG & TOOLS -4 AFFECTED

*ADCN REFONLY
AP 7/5/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS   TKG 4570 6/27/7   2-7000

2.60 IT

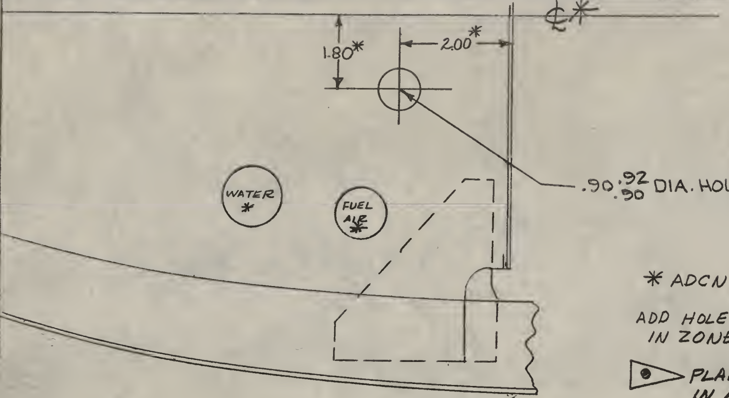
MODEL 707		6-21-57 DWG. REC. CLK.	**BOEING AIRPLANE COMPANY**	A
DRAFTED POHLOT	6/8/57	ZCC 6-21-57 RELEASE 6-21-57 EC	**ADVANCE DRAWING CHANGE NOTICE** (ADCN)	ISSUE NO.
CHECKED HWB		B/P GROUP AIR COND	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	PRR 10747 ~~CHG.~~ NO.
STRESS A. Saier	6/12/57	REQUESTED	REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM PRESSURE SOURCE	SEC. NO. 72 1-199 301-1999
APPROVED B. Donaldson AWK		PROD. INFO.		CHG. EFF.
APPROVED				

DWG. TITLE: CLOSURE RIB INSTL. - INBD NACELLE STRUT

ADCN	DRAWING NO.	SHT.
7	8-8119	2A

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P



* ADCN REF ONLY

ADD HOLE TO DWG AS SHOWN IN ZONE B-4

PLANNING & TOOLING IN ACCORD.

AHP 6/19

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

WING

1-77

BOEING AIRPLANE COMPANY

ADCN — ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

MODEL 707		216-20-57 DWG. REC. CLK	
DRAFTED SEEGER I'OF	6-3-7	2C6-21-57 RELEASE	
CHECKED LL Shaeffer	6/12/57	6-21-57 CB B/P GROUP	
STRESS		R REQUESTED	
APPROVED JP Miller	6/14/57		
APPROVED Baibly 6-15-57		P PROD. INFO.	

REASON:

ADD REAMED I.D TO BUSHING

ISSUE NO.	B
CHG. NO.	PRR 95000
SEC. NO.	12
	1 THRU 1999
CHG. EFF.	

DWG. TITLE: SUPPORT INSTALLATION FORWARD DRAG INBD. NACELLE

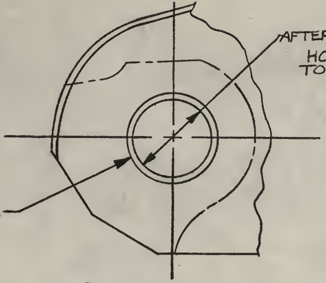
ADCN	DRAWING NO.	SHT.
6	50-8727	2

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD CALLOUT TO DWG AS SHOWN BELOW ~

AFTER INST REAM I.D. TO 1.1873 $\begin{matrix}1.1897\\1.1873\end{matrix}$ DIA HOLE TO BE CONCENTRIC TO O.D OF BUSHING WITHIN .010



⊛ ADD SAME NOTE TO 69-2860-1, SEC. VIEW 1C6, ZN CB

⊛ 69-2860-2

⊛ 1B6 ZN BB

⊛ ADCN REF. ONLY

R JENSEN, 6-3320

P ASSY'S COMPLETED MUST AGREE

HP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

R 6-4510 6-14-7

2-7000

WING

1-77

MODEL 707		216-20-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	B
DRAFTED SEEGER & O.F	6-3-7	6-21-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.
CHECKED L L Shaeffer	6/12/57	6-21-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR CHG. NO. 95000
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 12
APPROVED B Miller	6/14/7	P PROD. INFO.	REASON: ADD REAMED I.D TO BUSHING	1 THRU 1999
APPROVED Baily 6-15-57				CHG. EFF.

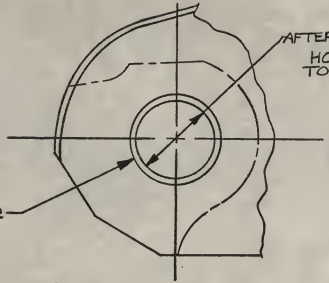
SUPPORT INSTALLATION FORWARD DRAG INBD.
DWG. TITLE NACELLE

ADCN	DRAWING NO.	SHT.
6	50-8727	2

A D C N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD CALLOUT TO DWG AS SHOWN BELOW ~



AFTER INST REAM I.D. TO 1.1873 $^{1.1897}_{1.1873}$ DIA
HOLE TO BE CONCENTRIC
TO O.D. OF BUSHING WITHIN .010

⊛ ADD SAME NOTE TO 69-2860-1, SEC. VIEW 1C6, ZN CB

⊛ 69-2860-2

⊛ 1B6 ZN B8

⊛ ADCN REF. ONLY

R ▷ JENSEN, 6-3320

P ▷ ASSY'S COMPLETED MUST AGREE

HP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5   RJ 6-4510 6-14-7   2-7000

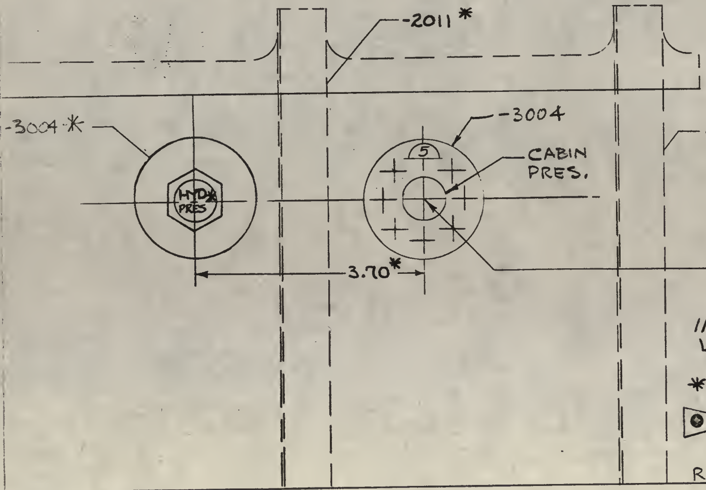
1-56 IT

ADCN

MODEL 707		2-76-21-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED POHLOT	6/8/57	2-26-21-57 RELEASE 6-22-57 C B	ADVANCE DRAWING CHANGE NOTICE
CHECKED Hug		B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS A. Faier	6/12/57	AIR COND	☐ DEVIATION ☐ VARIATION
APPROVED B.P. Donaldson 6/12 WK		REQUESTED	REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM PRESSURE SOURCE
APPROVED		PROD. INFO.	

ISSUE NO. A	DWG. TITLE MID SPAR INSTALLATION-INBD NACELLE STRUT		
	ADCN	DRAWING NO.	SHT.
PRR 10747 CHG. NO.	18	4-5175	3A
SEC. NO. 72 1-199, 301-1993			
CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P



IN ZONE D-2
LOCATE HOLE AS SHOWN:

* ADCN REF ONLY

PLANNING & TOOLING IN ACCORD.

REF: ADCN 16 ON SH-1A

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

AP 6/19 2-7000

E77-10-57 7-75 IT

MODEL 707		~~CA 11-17-56~~ DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	STRUT ASSEMBLY OUTBOARD NACELLE DWG. TITLE EQUIPMENT
DRAFTED IRENE NELL	11/6/56	~~RK 11/12/56~~ EZN 7/11/57 RELEASE		ISSUE NO. 7400
CHECKED [signature]	11/6	~~11/12/56~~ 7-15-57 MB B/P GROUP		CHG. NO. PRR 10655
STRESS ———		P. Donaldson P.P. 6-7000 REQUESTED	REASON. TO AGREE WITH PLUMBING INSTALLATION RELEASE	SSC NO. 74 1 THRU 199 301 THRU 1999
Donaldson APPROVED	11/6/56			
APPROVED REHage	11-9-56	PROD. INFO.		CHG. EFF.

ADCN	DRAWING NO.	SHT.
~~2~~	~~50-8228~~	~~1~~
5	50-8228	1

PARTS LIST ZONE	REPLACES	-10	-9	-8	-7	-6	-5	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓		X		✓		X		✓		~~+~~ 1	~~50-5548-1~~ 50-5548-2	PLUMBING INSTL STRUT Nº 4	5					
			✓		X		✓		X		✓	~~+~~ 1	~~50-5548~~ 50-5548-1	PLUMBING INSTL STRUT Nº 1	5					
					✓		X		X			1	50-5548-3	PLUMBING INSTL STRUT NO. 1	5					
				✓		X		X				1	50-5548-4	PLUMBING INSTL STRUT NO. 4	5					

CHANGE P/L AS SHOWN ABOVE

DRAFTED - OSTERLOH 6/26/57
CHECKED. T. BURDO 6/26/7
APP. E77 Donaldson 6/28
APP. REHage 6-28-7
TO BRING UP-TO-DATE

ADCN 5 REPLACES ADCN 2 &
CANCELS ADCN 4

AP 7/3/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 EEW 11/9/56 2-7000

POWER PLANT -7-67 17 COORD SHT CX 10-93

ADCN

MODEL 707
GLENN R. DOWNING 6-12-57
DRAFTED
CHECKED Rothenbuhler 7/2/57
STRESS
APPROVED
APPROVED Kachel 7/2/57

7-10-57 DWG. REC CLK
4W 7-12-57
RELEASE 7-15-57 MB
B/P GROUP SAFFELL 6-3060
REQUESTED O.S.A
P
PROD. INFO.

BOEING AIRPLANE COMPANY
ADVANCE DRAWING CHANGE NOTICE
THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
☐ DEVIATION ☐ VARIATION
REASON: ADDITION OF ELECTRICAL GROUNDING PROVISIONS

ISSUE NO.
ITEM 95000
CHG. NO.
SEC. NO. 72
H199 & 301-1999
CHG. EFF.

STIFFENER R.H. SIDE INBD NAC STRUT
DWG. TITLE

ADCN	DRAWING NO.	SHT.
~~2~~	~~5-88447~~	~~1A~~
3	5-88447	1A

PARTS LIST ZONE	REPLACES	-3006	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1		✓	1 /	5-88447-2000	STIFFENER	C52A	BAC1517-497 X 81.70 LG	1	T6	SRF 2.115	RF
	NEW	—	—	5-88447-3006	STIFFENER, ASSY OF	C52A					RF
	NEW	✓	2	69-5363	BRACKET, ASSY OF	C42A C52A					
	NEW	✓	2	69-5363-1	BRACKET, ASSY OF	C32A C92A					
	NEW ③	✓	2	69-5363-2	BRACKET, ASSY OF	C82A					
	NEW	✓	1	12LHA1-02	NUT-PLATE (BAC-N10LA-A3S)	C22A	ELASTIC STOP NUT CORP. OF AMERICA UNION, NEW JERSEY (OR EQUIVALENT)				

CHANGE PARTS LIST AS SHOWN ABOVE ADD -3006 REL. COLUMN

CHANGE DWG TITLE TO READ AS FOLLOWS: "STIFFENER, R.H. SIDE INBD NAC STRUT, ASSY OF"

REPLACES ADCN 2
ADVANCE COPIES ONLY RELEASED
REASON: TO ADD (1) 69-5363-2 BRACKET ASSY TO DWG PER ELR 2323. (CX 10-136) 7-2-7
DRAFTED: GLENN R. DOWNING
CHECKED: Rothenbuhler 7/2/57
APPROVED: Kachel 7-2-7

ADCN NOTE: SEE DCN B ON 5-88447 SHT 2A, ADCN 2 ON 5-88447 SHT 1A ; 69-5363 (NEW DWG), ADCN 8 ON 5-85617 SHT 1A, & ADCN 9 ON 5-85617 SHT 2A FOR COMPLETE CHANGE. ③ ALSO SEE ADCN 3 ON 5-88447 SHT 2A

P REWORK EXISTING PARTS INSTL & ASS'Y

CHANGE TAB BLOCK AS SHOWN BELOW

AHP 7/11/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
72	2	5-85617	707	301 THRU 1999	5-88447-3006		1A & 2A
~~72~~	~~2~~	~~5-85617~~	~~707~~	~~301 THRU 1999~~	~~5-88447-2000~~		~~1A & 2A~~
72	2	5-85617	707	1 THRU 199	5-88447-3006		1A & 2A
~~72~~	~~2~~	~~5-85617~~	~~707~~	~~1 THRU 199~~	~~5-88447-2000~~		~~1A & 2A~~

BAC 924 C-RS 64510 6-24-7 7-2-7 2-7000

3-84

MODEL 707		7-17-57 DWG. REC CLK	**BOEING AIRPLANE COMPANY** ADVANCE DRAWING CHANGE NOTICE — ADCN
DRAFTED P.H. CORSER	7-9-57	7/18/57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED	7/9/57	7-18-57 B/P GROUP	☐ DEVIATION ☐ VARIATION
STRESS		6-7000 REQUESTED	REASON: CALLOUT NEW BOLT
APPROVED Donaldson	7/10/57		
APPROVED		PROD. INFO.	

New ISSUE NO.	ENGINE MOUNT INSTALLATION DWG. TITLE		
PRR 95000 CHG. NO.	ADCN 3	DRAWING NO. 50-10650	SHT. 1A
SEC. NO. 76			
1-199			
301-1999 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	50-10650-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	~~——~~	~~✓~~	~~2~~	~~6-83855~~	~~BOLT-SUPT LINK~~	~~C7~~					
	6-83855	✓	2	6-83855-1	BOLT-SUPT LINK	C7					

CHANGE A/L AS SHOWN ABOVE

CHANGE CALLOUT IN REAR VIEW FROM 6-83855 TO
6-83855-1

7/16/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 S.R 64510 7/11/7 2-7000

3-75 2T

MODEL 707		R.R. 7/17/57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE	A	LOWER SPAR INSTL. INBD NAC STRUT DWG. TITLE
DRAFTED WILLARD DALE	7-2-57	R.R. 7/18/57 RELEASE 7-18-57 EC	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. PRR-10826 CHG. NO.	ADCN 12 — DRAWING NO. 3-3100 — SHT. 1A
CHECKED	7/9	B/P GROUP P. DONALDSON	☐ DEVIATION ☐ VARIATION	SEC. NO. 72	
STRESS	7-9-7	P.P. 6-7000 REQUESTED	REASON: TO PROVIDE SUPPORT		
APPROVED Donaldson	7/9/57		FOR THRUST-REVERSER		
APPROVED	7/10	PROD. INFO.	CONTROL BRACKET	1-199 CHG. EFF. 301-1999	

ADCN

PARTS LIST ZONE	REPLACES	-3000	-3009	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	(REF) 69-4279-1	✓	✓	1	69-4279-3	FAIRING SUPPORT LOWER SPAR	A8					
	NEW	✓	✓	1	69-5434	STIFFENER	A8					
	NEW	✓	✓	1	69-5434-1	STIFFENER	A8					
	(REF) 66-4522	✓	✓	1	66-5025-1	STIFFENER ANGLE	A3					
	NEW	✓	✓	1	-3025	DOUBLER	A8	.040 x .85 x 4.50	3	-	F-8.05	P

CHANGE P/L AS SHOWN ABOVE:

REWORK EXISTING PARTS
SCRAP 66-4522 & 69-4279-1

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

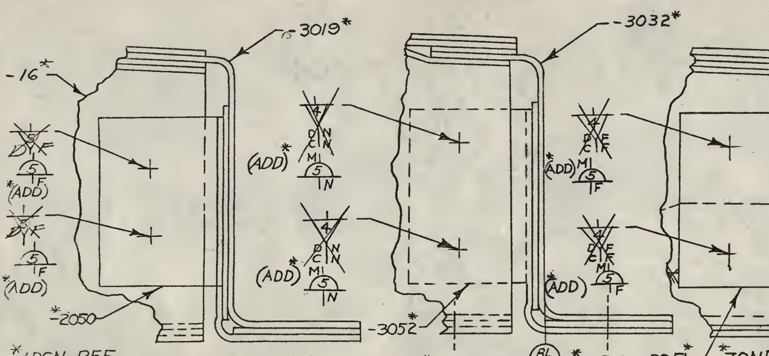
3-76 H NOT PROCESSED.

MODEL 707		7-22-57 DWG. REC. CLK. 7-22-57	BOEING AIRPLANE COMPANY		COWL PANEL ASSY LEFT HAND SIDE ENG. DWG. TITLE NACELLE.	
DRAFTED CWHULL	6/5/57	RELEASE 7-22-76	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN: R1-5	DRAWING NO.: 5-85637 SHT. 4A
CHECKED [signature]	6/5/57	B/P GROUP ROHR 4-1362 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	PRR 95000 CHG. NO.		
STRESS [signature]	6/6/57		REASON: TO ELIMINATE HAVING TO DISASSEMBLE & REMOVE THE FRAME & CLIP FROM ASSEMBLY JIG FOR DIMPLE & CSK. OPERATION. (MFG FACILITY)	SEC. NO. 71		
APPROVED [signature]	6/10/57	PROD. INFO.		1 THRU 199 301 THRU 1999 CHG. EFF.		
APPROVED						

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DWG AS SHOWN BELOW.



☒ BAC RELEASED ☐ KC-135 ☒ 707
☐ CANCLD BY BAC ADC.N
CHECKED [signature] 7/12/57
CHECKED [signature] 7/15/57
APPROV D

*ADCN REF.
* ZONE A9 *2A8-2A *ZONE B2 (BL 0) *2D2 *ZONE A1 & B1 *3D2

P NO REWORK WILL BE REQ'D ON DETAILS WHICH HAVE BEE[N] ASSEMBLED OR INSTALLED. KC135 NOT AFFECTED.

AP 7/19/7

591-567

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

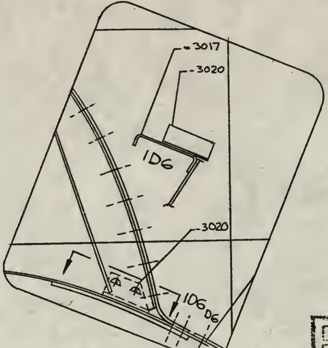
3-62 IT NOT PROCESS

A D C N

MODEL 707		8-7-22-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON		NOSE COWL ENGINE NACELLE ASSY OF DWG. TITLE		
M.R. MATTESON DRAFTED	6/4/57	7-7-22-57 RELEASE 7-22-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. ITEM 7130	ADCN R-7	DRAWING NO. 5-85655	SHT. 4A
CHECKED DARTON	6/4/57	B/P UNIT ROHR 4-1390 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	CHG. NO. 71			
STRESS	6/10/57		REASON: -3019, -3020 OPP CLIP NOT CLEARLY DEFINED. (ENGRG. ERROR)	SEC. NO.			
APPROVED		P		1 THRU 199 301 THRU 1999 CHG. EFF.			
APPROVED S.C. Burkeut	6/10/57	PROD. INFO.					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD VIEW & SECTION CUT TO FACE OF DWG. PER STICKER VIEW R-1:



*STICKER VIEW R-1
*ZONE D6.

581-566

☒ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC AUTH ☒ 707
CHECKED Blakeslee 7/17/57
CHECKED
APPROV J.E. Larson 7/18/57

* ADCN REF.

P REWORK EXISTING PARTS & ASSY'S INSTALLED.

HP 7/19/57

KC-135 NOT AFFECTED.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

1P
15

3-72 IT NOT PROCESS

MODEL 707		7-22-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED C.W. HULL	6/11/57	7-22-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON	6/11/57	7-22-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/11/57	ROHR 4-1458 REQUESTED	☐ DEVIATION ☒ VARIATION (ENG'RG ERROR)
APPROVED			REASON: TRIM ON OUTBD END OF -3009, -3010 OPP CHANNEL REQ'D TO FIT ADJACENT PANEL.
APPROVED	6/13/57	P PROD. INFO.	

ISSUE NO.	A
CHG. NO.	PRR 10087
SEC. NO.	71
CHG. EFF.	1 THRU 199 / 301 THRU 1999

DWG. TITLE MID FAIRING INSTALLATION ENGINE, NAC. STRUT.

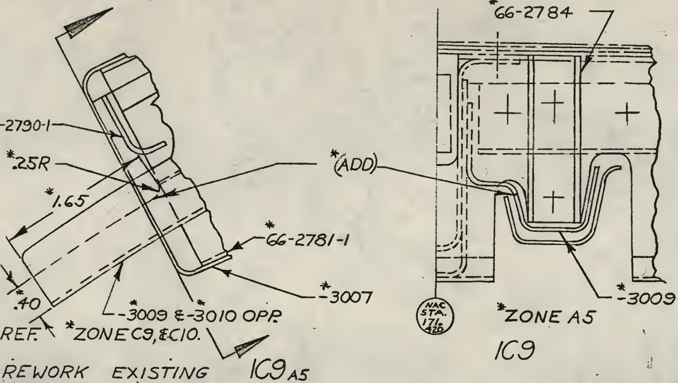
ADCN	DRAWING NO.	SHT.
R-6	5-88795	2A

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DWG AS SHOWN BELOW.

NOTE: CHANGE -3010 AT RIGHT HAND VIEW TO AGREE.



☑ BAC RELEASED ☐ KC-135
☐ CANC'LD BY BAC ADC.: ☑ 707
CHECKED Blakeslee 7/17/57
CHECKED R. E. Larson 7/18/57
APPROV.D

P REWORK EXISTING PARTS & ASSY'S NOT INSTALLED.

KC 135 NOT AFFECTED HP 7/19/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

581-250 (2)

BAC 924 C-R5 2-7000

12/18

3-62 IT NOT PROCESS

MODEL 707		[illegible] 7-22-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY		TRAILING EDGE FAIRING OUTBD. NAC. STRUT ASSY OF DWG. TITLE
MATTESON DRAFTED	6/10/57	7-22-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO.	ADCN R1-4 / DRAWING NO. 5-85636 / SHT. 2A
CHECKED D. [illegible]ION	6/10/57	7-22-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 7455 CHG. NO.	
STRESS [illegible]ECHT	6/10/57	ROHR 4-1132 REQUESTED	☐ DEVIATION ☒ VARIATION	74 SEC. NO.	
APPROVED [signature]			REASON: PART CALLOUT CHG ON PARTS LIST BUT NOT ON FACE OF DWG. (ENGRG ERROR)	1 THRU 199	
APPROVED [signature]	6/19/57	P PROD. INFO.		301 THRU 1999 CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE CALLOUT IN ZONE C8 AS SHOWN:

*THIS CHG. INCOMPLETE WITHOUT ADCN R1-6, SHT 1A ON 5-85636.

2

.06 TYP. CLEARANCE

~~-74~~ ~~4~~-47 (R.H.)
-112

*ZONE C8

☒ BAC RELEASE ☐ KC-135
☐ CANCLD BY BAC ADCN ☐ 707
CHECKED [signature] 7/?/62
CHECKED
APPROVED J.E. Larsen 7/18

*ADCN REF.

P REWORK EXISTING PARTS NOT ASSEMBLED.

KC-135 NOT AFFECTED.

AP 7/10/?

5-R1-386 (c) [signature]

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

1R
15

2-64 H (NOT PROCESS)

MODEL 707		077-17-57 DWG. REC. CLK.	
DRAFTED C. ROSS	6/4/57	5277 7/18/57 RELEASE	
CHECKED DARTON	6/4/57	7-19-57	
STRESS HECHT	6/6/57	B/P GROUP ROHR ENGRG REQUESTED	
APPROVED		PROD. INFO.	
APPROVED E.C. Buchard	6/7/57		

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: PADS ARE OF DIFFERENT CONFIGURATION (ENG'RG ERROR)

ISSUE NO. PRR 10275

CHG. NO. 77 & 79

SEC. NO.

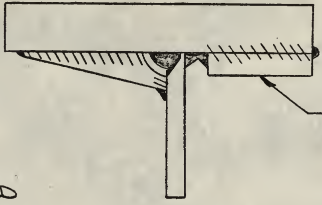
1 THRU 4 CHG. EFF.

DWG. TITLE BRACKET-NAC CONT. UPPER HALF WELD ASSY OF

ADCN	DRAWING NO.	SHT.
R1-3	65-5459	—

PARTS LIST ZONE	REPLACES	65-5459	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-10		✓	~~2~~ 1	-9	PAD	B3	.25X1.10X1.0	1			R
NEW		✓	1	-3800	PAD	C3	.25X1.10X1.0	1			R

CHG P/L AS SHOWN ABOVE & VIEWS AS SHOWN BELOW



~~-9~~ -3800

1C4 TYP BOTH ENDS
* (ADD) EXCEPT AS NOTED

* (ADD) 1C5, TYP {2 PLACES}, EXCEPT AS NOTED

* ADCN REF

1 RWK EXISTING PARTS & ASSY'S

KC-135 NOT AFFECTED

☒ BAC RELEASED ☐ KC-135 ☒ 707
☐ CNCLD BY BAC ADCN

CHECKED Blakeslee 7/15/57
CHECKED E.E. Larson 7/12/57
APPROVED

581-392 (6)

AHT 7/16/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 024 C-RS

2-7000

POWER PLANT — 2T 3-20 — CX10-137

ELR NO. 2324	MODEL NO. 707	5-17-19-57 DWG. REC. CLK; 7C 7-19-57 RELEASE; 7-19-57 B/P GROUP; NO CHANGE SEE BELOW	BOEING AIRPLANE COMPANY — ADCN — ADVANCE DRAWING CHANGE NOTICE — THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION	ISSUE NO. ITEM 95000; CHG. NO.; SEC. NO. 74; CHG. EFF.
GLENN R. DOWNING 7-12-57 DRAFTED	CHECKED 7/13/57	STRESS	APPROVED 7/17	REASON: GROUND LOCATIONS NEEDED

STIFFENER ASSY R.H. SIDE
DWG. TITLE OUTBOARD NAC STRUT

ADCN	DRAWING NO.	SHT.
1	5-89064	1A
1	5-89064	2A

ORIGINATOR: REQ. R. SMITH 7-1-57 — PHONE 2889
APP. — 3710
DEPT. 6-3060 MU — BOX NO. 81-15

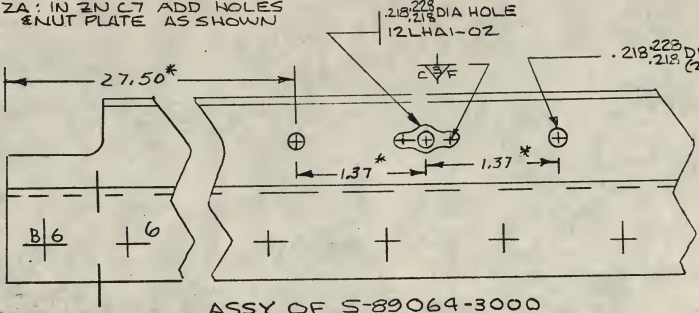
ELR — ENGINEERING LIAISON REQUEST

PLANNING: INS CH Moriette — PHONE
BOX NO.

PARTS LIST ZONE	REPLACES		REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
9		-3000	8 10	12LHA1-02	NUTPLATE BAC-N10LA-A35			2			

SHT 1A: CHANGE PARTS LIST AS SHOWN ABOVE

SHT 2A: IN ZN C7 ADD HOLES & NUT PLATE AS SHOWN



ASSY OF 5-89064-3000

* ADCN REF ONLY

PROD. INFO. REWORK EXISTING PARTS INSTALLED

STATUS OF TOOLS &/OR PLANNING — STATUS OF COMPLETED AIRP. &/OR PARTS

64510 7-15-7 — 7-1-57

6

3-76 17

MODEL 707		87 7-19-57 DWG. REC. CLK	
DRAFTED WILLARD DALE	7-10-7	PC 7-19-57 RELEASE 7-19-57 EE	
CHECKED [signature]	7/15	B/P GROUP P. DONALDSON 6-7000 REQUESTED	
STRESS A. Paige	7/15/57		
APPROVED [signature]	7/13/57	PROD. INFO.	
APPROVED			

ADCN

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

REASON: TO PROVIDE CLEARANCE FOR CABIN AIR CONDITIONING DUCT

ISSUE NO.	
PRR 10749	CHG. NO.
SEC. NO. 71	
1 THRU 199	
301 THRU 1999	CHG. EFF.

COWL PANEL ASSY RH SIDE, ENG NAC

DWG. TITLE

ADCN	DRAWING NO	SHT.
1	5-85638	4A

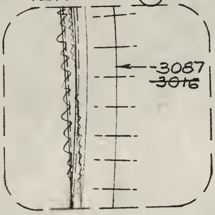
A D C N

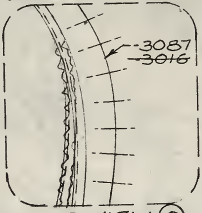
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE INSIDE CONTOURS OF -3016 ON FRAME STA 142.80 PER STICKER VIEW 1 2 AND -3015 ON FRAME STA 134.40 PER STICKER VIEW 3 4

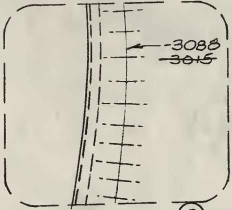
CHANGE CALLOUT OF -3007 TO -3091 & -3027 TO -3094

STICKER VIEW 1 ZONE C3, D3

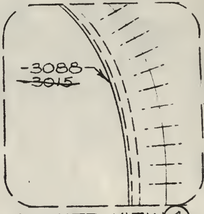




STICKER VIEW 2 ZONE D3, E3



STICKER VIEW 3 ZONE D1, E1



STICKER VIEW 4 ZONE C1, D1

CHANGE ALL CALLOUTS OF -3015 TO -3088 AND -3016 TO -3087

SEE ADCN #6 ON SHT 1A FOR P/L

AP 7/17/57

REWORK EXISTING PARTS SCRAP -3015 AND -3016

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

3-70-77

MODEL: 707		7-19-57 DWG. REC CLK	BOEING AIRPLANE COMPANY
DRAFTED: WILLARD DALE	7-12-7	RELEASE: 7-19-57	ADVANCE DRAWING CHANGE NOTICE (ADCN) — THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED: [signature]	7/12	S/P GROUP: P. DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
STRESS: A. Laier	7/12/57	PROD. INFO.	REASON: TO PROVIDE CLEARANCE FOR THE THRUST REVERSER UPPER ACTUATOR CYLINDERS,
APPROVED: Donaldson	7/12/57		
APPROVED			

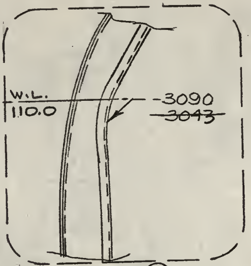
ISSUE NO.	DWG. TITLE		
PRR 10749	COWL PANEL ASSY L.H. SIDE. ENG NAC		
CHG. NO. 71	ADCN	DRAWING NO.	SHT.
SEC. NO. 1 THRU 199	3	5-85637	100
CHG. EFF. 301 THRU 1999			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGED INSIDE CONTOURS OF ~~-3043~~ -3090 ON FRAME STA 197.50 PER STICKER VIEW (4)

CHANGE ALL CALLOUTS OF -3043 TO -3090



STICKER VIEW (4) ZONE D6, E6

REWORK EXISTING PARTS

AIP 7/17/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-7000

BAC 924 C-R3

MODEL 707	7-17-57 DWG REC CLK		POWER PACK . ASSY. DWG TITLE
DRAFTED McDONOUGH 7/10/7	7/18/57 RELEASE	**BOEING AIRPLANE COMPANY**	
CHECKED [signature] 7/10/7	7-19-57 EC B/P GROUP	**DRAWING DEPARTURE AUTHORIZATION** THE DWG WILL NOT BE CHANGED	ISSUE No. PRR 10881 CHG. No.
STRESS	DONALDSON REQUESTED	REASON: TO PROVIDE NECESSARY BRACKETS AT BACo ON PROTOTYPE ENGINES	SEC. No. 76
Donaldson 7/10 APPROVED	PROD INFO		AIRPS 1 2, 3 & 101 CHG EFF
[signature] 7/11 APPROVED	SHOP INFO		
APPROVED	ELR OR DCR		

DDA No.	DRAWING No.
4	50-6806

PARTS LIST ZONE	REPLACES	-8	-6	-5	-4	-3	-2	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	F
	NEW				✓	✓	✓	✓	1 ▷	65-6353	KIT INSTL-BRKTS						
	NEW	✓		✓					1 ▶	65-6353	KIT INST- BRKTS						
	NEW		✓						2 ▷	65-6353	KIT INST- BRKTS						

ADD TO P/L AS SHOWN ABOVE

▷ AIRPS 1, 2, 3 ▶ AIRPL 101

FOR INST. ON THE PROTOTYPE ENGINES.

USE FOR FLIGHT & CERTIFICATION TESTS ONLY

HP 7/10

BAC 925 A-R4 2-7000

MODEL 707	877-17-57 DWG REC CLK	BOEING AIRPLANE COMPANY	POWER PACK. ASSY. DWG TITLE
DRAFTED M. DONOUGH 7/10/7	E471 7/18/57 RELEASE	DRAWING DEPARTURE AUTHORIZATION	
CHECKED E.T. Fuller 7/10/7	7-19-57 EC B/P GROUP	THE DWG WILL NOT BE CHANGED	
STRESS	DONALDSON REQUESTED	REASON: TO PROVIDE NECESSARY BRACKETS AT BACo ON PROTOTYPE ENGINES	
Donaldson 7/10 APPROVED	PROD INFO		
APPROVED 7/11	SHOP INFO		
APPROVED	ELR OR DCR		

ISSUE No.	DDA No.	DRAWING No.
PRR 10881 CHG. No.	4	50-6806
SEC. No. 76		
AIRPS 1 2, 3 & 101		
CHG EFF ▷		

PARTS LIST ZONE	REPLACES	-8	-6	-5	-A	-3	-2	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW				✓	✓	✓	✓	1 ▷	65-6353	KIT INSTL-BRKTS						
	NEW	✓		✓					1 ▶	65-6353	KIT INST- BRKTS						
	NEW		✓					-	2 ▶	65-6353	KIT INST- BRKTS						

ADD TO P/L AS SHOWN ABOVE

▷ AIRPS 1, 2, 3 ▶ AIRPL 101
FOR INST. ON THE PROTOTYPE ENGINES.
USE FOR FLIGHT & CERTIFICATION TESTS ONLY

HP 7/16

BAC 925 A-R4 2-7000

MODEL 707		7-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		FRONT SPAR INSTL-INBD NACELLE STRUT DWG. TITLE
DRAFTED J.P. THOMPSON	6-21-57	7/11/57 RELEASE 7-15-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. 95000	
CHECKED J. RASNACK	6-27-57	B/P GROUP WATANABE 6-3060 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	CHG. NO.	
STRESS			REASON: COMPLETION OF BASIC DESIGN; REVERSE THRUST CONTROL INSTL INTERFERENCE (REF COORD SHT CX 10-125)	SEC. NO. 72	
APPROVE	7/2/57	PROD. INFO.		1-199 301-1999 CHG. EFF.	
APPROVED					

ADCN	DRAWING NO.	SHT.
7	8-8120	1A
5	8-8120	2A

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓	~~4~~ 3	60-3342 -2000	CLIP						
	(1) 60-3342-2000	✓	1	63-2624	CLIP	B5					

SHT 1: CHANGE P/L AS SHOWN ABOVE

SHT 2: CHANGE PICTURE AS SHOWN BELOW

PLUG EXISTING HOLES WITH 2017-T3 RIVETS

P REWORK EXISTING ASSEMBLIES INSTALLED

* ADCN REF ONLY

WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
		TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 924 E-R3 64570 7-3-7

POWER PLANT 1-16-57 — 1-20 57 — ELR 1157 12

MODEL	707			BOEING AIRPLANE COMPANY — ADVANCE DRAWING CHANGE NOTICE (ADCN)		BULKHEAD INSTL-FWD ENGINE MOUNT, OUTBD NAC STA. (DWG. TITLE)		
DRAFTED	G.R.DOWNING	1-14-57		☐ DEVIATION ☒ VARIATION	ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHECKED	N.DICKASON	1-15-57	N.DICKASON 6-7000 REQUESTED	REASON: INTERFERENCE BETWEEN INTEPHONE RECEPTACLE & 65-2318 (REF). ALSO TO RELOCATE 208101	ITEM 95000 (CHG. NO.)	6	4-5181	1A
STRESS	[signature]	1-16-57			SEC NO. 74	~~5~~	~~4-5181~~	~~2A~~
APPROVED	[signature] for E.O. [signature]	1-16-57	PROD. INFO.			~~R-2~~	~~4-5181~~	~~2A~~
APPROVED					H99 & 301-1999 (CHG. EFF.)	6	4-5181	2A

A D C N 32 — 38

PARTS LIST ZONE	REPLACES	4-5181-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	1	208101	CONNECTOR PLATE	C2					

SHT 1A CHANGE PARTS LIST AS SHOWN

REPLACES ADCN 5 SHT 2A
REASON: TO ELIMINATE INTERFERENCE BETWEEN NUTPLATE & -2001 RIB. (ENGRG. ERROR)

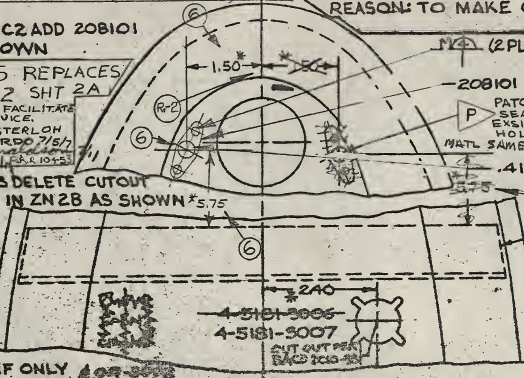
CANCELS ADCN 5 SHT 1A
CANCELS ADCN 4 SHT 2A

REASON: TO MAKE OUTBD DISCONNECTS SIMILAR TO INBOARD

SHT 2A ZN C2 ADD 208101 AS SHOWN

ADCN 6 REPLACES ADCN R-2 SHT 2A
REASON: TO FACILITATE INSTL. & SERVICE.
DRAFTED. G. OSTERLOH
CHECKED: T. BURDO 7/5/7
APP. [signature]
APP. [signature] R.R. 10453

SHT 2A ZN B3 DELETE CUTOUT & RELOCATE IN ZN 2B AS SHOWN



DRAFTED	M.R.MATTESON	3/21/57
CHECKED	H.D.DARTON	3/21/57
STRESS	[signature]	3/21/57
APPROVED	[signature]	3-21-57

RELEASED ☐ K-135
☐ CANC'LD BY BAC NO. 707

CHECKED	Blakeslee	4/17
CHECKED		
APPROVED	[signature]	4/17

JMN 4/19/7

WALTER KIDDE & CO., INC.
675 MAIN ST.
BELLEVILLE, 9 NEW JERSEY

*ADCN REF ONLY ~~FOR -3006~~

P REWORK -3006 BY ADDING 1.20 x 1.20 PATCH OVER BACD 2010-38 CUTOUT. PATCH MATL. SAME AS -3007. INSTALL ON AFT SIDE WITH AN515-4-5 SCREW & 100-913 (BAC-N10BV-5O4) NUT (4 PLACES) Q.P. ITEM

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN NO.	DATE SHEET NO.

TL-4-5181-7/8/7

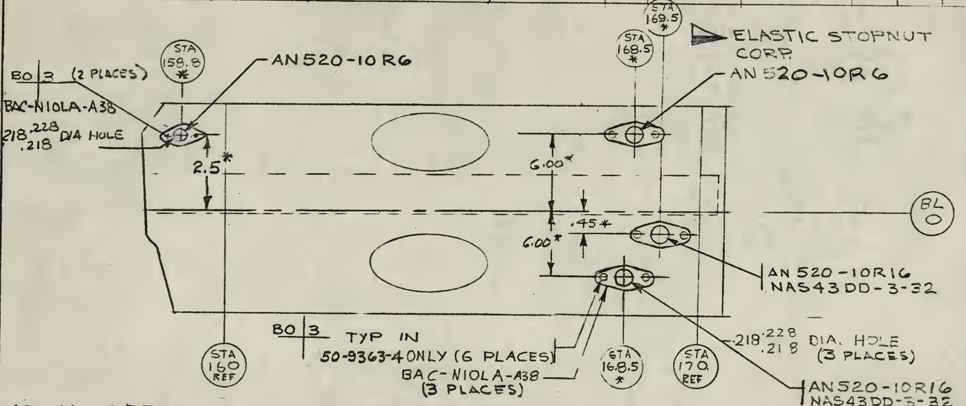
7-20 4T

MODEL 707		57 7-16-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE
DRAFTED G. OSTERLOH	7-5-57	BW 6-17-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED T. BURDO.	7/8/7	7-17-57 EO B/P GROUP	☐ DEVIATION ☐ VARIATION
STRESS		DONALDSON 6-7000 REQUESTED	REASON: ADD NUT PLATES FOR FIRE DETECTOR
EH 7/11 APPROVED Donaldson	7/12/57		
APPROVED (A) Kon 7/12/57		PROD. INFO.	

ISSUE NO. PRR 10453	DOOR-NACELLE LOWER SPAR DWG. TITLE ASSEMBLY OF		
CHG. NO. 72, 74	ADCN	DRAWING NO.	SHT.
SEC. NO. 1-199-301-1999	2	50-9363	2
CHG. EFF.	2	50-9363	1

ADCN 51-53

PARTS LIST ZONE	REPLACES	50-9363-3	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓	4	BAC-N10LA-A38	NUT-PLATE 70LHA1-02			▶			
		✓	2	AN520-10R16	SCREW. MACH						
		✓	2	AN520-10R6	SCREW MACH						
		✓	2	NAS43DD-3-32	SPACER,						



ADCN REF * CHANGE PICTURE ON SHT 2 AS SHOWN ABOVE.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

1-20 4T

MODEL. 707-120		876-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		GUSSET-MID FAIRING ENGINE NAC STRUT DWG. TITLE
WILLARD DALE DRAFTED	6-12-7	EZ71 6-20-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO.	ADCN / DRAWING NO. / SHT.
Phinjleor CHECKED	6-12-7	6-20-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO. 95000	3 / 5-88795 / 2A
STRESS		P. DONALDSON P.P. 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION	SEC. NO. 71	3 / 5-88795 / 1A
Donaldson APPROVED	6/13/57		REASON: PART NUMBERS INCORRECT ON DRAWING		
APPROVED		PROD. INFO.	* (DRAFTING ERROR)	1 THRU 199 CHG. EFF. 301-1999	

ADCN 4/6 4/6

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	63-1791	-3002 / -3001	+1	~~63-1791~~ 63-1791-1	GUSSET						

CHANGE CALLOUTS AS FOLLOWS ON SHT 2A

IN ZONE A5 "EDGE OF 66-2766 & 66-2790" CHANGED TO "EDGE OF 63-1791-1 & 66-2790"

IN ZONE A5 "66-2766" CHANGED TO "63-1791-1"

IN ZONE A6 "EDGE OF 66-2766 & 66-2781-3" CHANGED TO "EDGE OF 63-1791-1 & 66-2781-3"

CHANGE P/L AS ABOVE ON SHT 1A

* 63-1791 ALTERED TO SUIT
THRUST REVERSER TUBING

AP 6/13

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

1-66 IT NOT PROCESS

MODEL 707		816-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	A	MID FAIRING INSTL. ENG. NAC. STRUT
M.R. MATTESON DRAFTED	5/7/57	6-20-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO.	DWG. TITLE
CHECKED H. DARTON	5/6/57	6-20-57CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10087 CHG. NO.	ADCN: R-2 · DRAWING NO.: 5-88795 · SHT.: 2A
STRESS M. Erickson	5/7/57	ROHR REQUESTED	☐ DEVIATION ☒ VARIATION	72 & 74 SEC. NO.	
APPROVED		P PROD. INFO.	REASON: TO MAKE PART CALLOUTS ON SHT 2A AGREE WITH PARTS LIST ON SHT 1A; ▲	1 THRU 199 / 301 THRU 1999 CHG. EFF.	
APPROVED Burkett	5/9/57				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

SHT 2A, CHG CALLOUTS IN ZONES A7, C6 & C5, AND ADD -3036 FILLERS TO VIEW IC2 IN ZONE B1 AS SHOWN BELOW:

65-5677-1, -2 OPP
~~65-5677~~
B7 *ZONE A7

-2046
~~-3032~~
*ZONE C6

-2046
~~-3032~~
*ZONE C5

B4
HINGE STA. 189.78

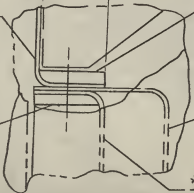
▲(REASON CONT) -3036 FILLER OMITTED FROM VIEW IC2 ZONE B1. (ENGRG. ERROR)

4-1338, 4-1348 & 4-1355

*ADCN REF. ONLY

P REWORK EXISTING PARTS & ASSY'S INSTALLED.

KC-135 NOT AFFECTED



☑ B/O/R RELEASED ☐ CANCLD BY B/O ADCN ☐ KC-135 ☑ 707
CHECKED 6/12/57
CHECKED
APPROVED 6/12/57

HP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

581-250

2-7000

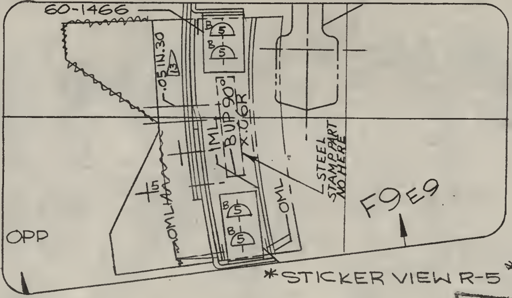
1-70 2T NOT PROCESS

MODEL	707		216-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		TRAILING EDGE FAIRING INBOARD NAC. STRUT DWG. TITLE ASSY OF		
M.R. MATTESON DRAFTED	5/9/57		226-20-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHECKED H.D. DARTON	5/9/57		6-20-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	ITEM 7255 CHG. NO.	R1-12	5-85626	3A
STRESS [signature]	5/9/57		KOHR 4-793 REQUESTED	REASON: TO MAKE PICTURE AGREE	72 SEC. NO.			
APPROVED				WITH CONFIGURATION OF				
APPROVED [signature]	5/14/57		▷ PROD. INFO.	TAB ON SHT 2A OF 5-85626. (ENGRG. ERROR)	1 THRU 199 & 301 THRU 1999 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD STICKER VIEW R-5 AS SHOWN BELOW:



*STICKER VIEW R-5 *ZN F9, F10, E9, E10

*ADCN REF.

▷ REWORK EXISTING PARTS & ASSY'S INSTALLED.

KC-135 NOT AFFECTED

☒ BAC RELEASED ☐ KC-135
☐ CANCELLED BY ... ☒ 707
CHECKED Blakeslee 5/17/57
CHECKED
APPROVED [signature] 5/17/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

581-512

WING

1-72 1T

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

MODEL 707		DWG. REC. CLK 216-20-57	
DRAFTED SEEGER I O.F.	6-3-7	206-20-57 RELEASE 6-20-57CB	
CHECKED L.L. Shaeffer	6/12/57	B/P GROUP	
STRESS		R REQUESTED	
APPROVED [signature]	6/11/57		
APPROVED Barkley 6-15-57		P PROD. INFO.	

REASON:
ADD REAMED I.D. TO BUSHING

ISSUE NO. A

PRR CHG. NO. 95000

SEC. NO. 12

SAME AS DWG.

CHG. EFF.

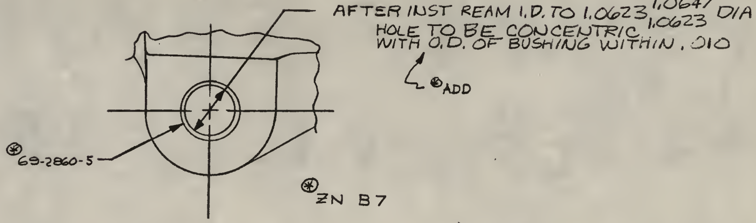
DWG. TITLE: SUPPORT ASSY- AFT DRAG INBOARD NACELLE

ADCN	DRAWING NO.	SHT.
9	5-72319	1A

A D C N

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD CALLOUT TO DWG. ZN B7, AS SHOWN BELOW~



⊛ ADCN REF. ONLY

R > JENSEN, 6-3320

P > ASSY'S COMPLETED MUST AGREE

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

L J 6-4510 6-14-7

2-7000

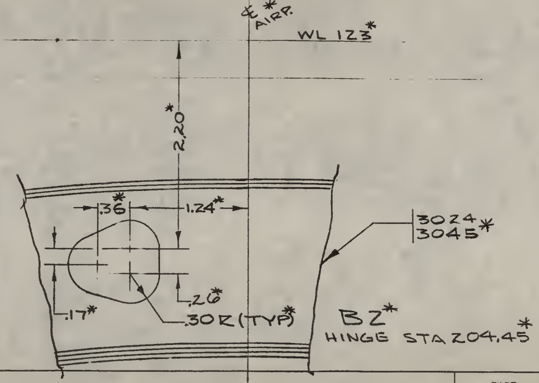
1-72 1T

MODEL 707		877-1-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE	A ISSUE NO.	MID FAIRING INSTL ENG NAC STRUT DWG. TITLE		
DRAFTED G. WOODS	6-18-57	9C7-1-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN		ADCN	DRAWING NO.	SHT.
CHECKED Rugglaor	6/20	7-1-57 MB B/P GROUP	☐ DEVIATION ☐ VARIATION	PRR 95000 CHG. NO.	5	5-88795	2A
STRESS A. Laier	6/21/57	P. DONALDSON 6-7000 REQUESTED	REASON: TO PROVIDE	SEC. NO. 72 & 74			
APPROVED Donaldson	6/21/57	REWORK EXIST. PARTS	CLEARANCE FOR T-R	1-199 &			
APPROVED		PROD. INFO.	CONTROL ROD	301-1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE C3

ADD HOLE THRU -3024, & -3045 AS SHOWN BELOW:



* ADCN REF

AP 6/28

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 Case 6-4510 6/28/57

2-7000

6-110 IT

MODEL 707 KC-135		57 7-1-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	B
DRAFTED GROSSMANN	6/4/57	7C 7-1-57 RELEASE 7-1-7 CP	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO. PRR 3922 PRR 9500
CHECKED B. J. Hamey	6/21/57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO.
STRESS			☐ DEVIATION ☒ VARIATION	
APPROVED W N Myers	6-27	REQUESTED	REASON (PRR 3922) TO ELIMINATE DIFFICULT FASTENERS NOT REQ'D FOR SEAL.	SEC. NO. 74 PRR 3922 56-3607 & ON
APPROVED W. Scott	6/27/57	PROD. INFO.	(PRR 9500) TO FACILITATE INSTL. OF SEAL WEB-STRUT TO WING	PRR 9500 55-3118 & ON CHG. EFF.

SEAL INSTL-STRUT TO WING
DWG. TITLE OUTBD NAC

ADCN	DRAWING NO.	SHT.
12	5-89590	2

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

PRR 9500:
REVISE CALLOUTS AS SHOWN:

$.218^{.228}_{.218}$ DIA HOLE
~~NAJ1-02~~ 52LHTA521-02
AN 520-DD10-R8
(6 PLACES)
ZONE B3

$.218^{.228}_{.218}$ DIA HOLE
~~NAJ1-02~~ 12LHA1-02
2 PLACES FOR -4 ONLY
ZONE B3

P PRR 9500: PARTS INSTL'D MAY BE USED WITHOUT REWORK-PLANNING IN ACCORD.
PRR 3922: REWORK -19, -20, -21, -22 PARTS NOT INSTL'D BY TRIMMING FLANGES TO AGREE WITH 69-5036-5, 69-5036-6, 69-5036-7 & 69-5036-8 RESPECTIVELY.
R DCR 932-BEEDE 64510 ROHRBACH 64510

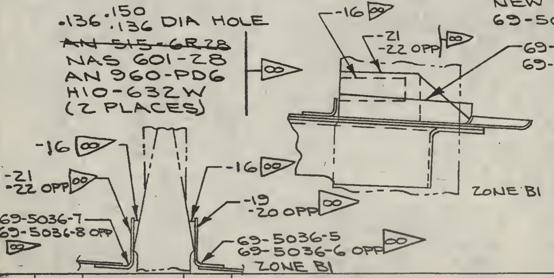
PRR 3922:

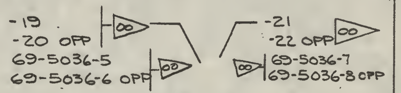
IN ZONE B1 ADD ∞ & REVISE CALLOUT:

$.136^{.150}_{.136}$ DIA HOLE
~~AN 515-6R28~~
NAS 601-28
AN 960-PD6
H10-632W
(2 PLACES) ∞

IN ZONES B1 & C3 LIMIT -16, -19, -20 OPP, & -21, -22 OPP BY ADDING ∞ & ADD NEW PARTS 69-5036-5, 69-5036-6 OPP, 69-5036-7, 69-5036-8 OPP

JF 6/28/57





ZONE C3

ADCN REF ONLY:
5-89590 SHT 1 ADCN #7
∞ LIMITED - SEE PARTS LIST FOR RELEASE

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 9240C-15

6-724

MODEL 707 KC-135		DWG. REC. CLK. 7-1-57	
DRAFTED GROSSMANN	6/4/57	RELEASE 7-1-7 CP	
CHECKED B J Haney	6/20/57	B/P UNIT E. CHILDS LIAISON	
STRESS		REQUESTED	
APPROVED	6-27		
APPROVED	6/27	PROD. INFO.	

BOEING AIRPLANE COMPANY
SEATTLE WASHINGTON

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO PROVIDE FOR SUFFICIENT EDGE MARGIN FOR COWL FASTENERS

B

ISSUE NO.

CHG. NO. PRR 3922

SEC. NO. 74

CHG. EFF. 56-3607 & ON

DWG. TITLE PANEL INSTL-STRUT TO WING ACCESS, OUTBD NAC

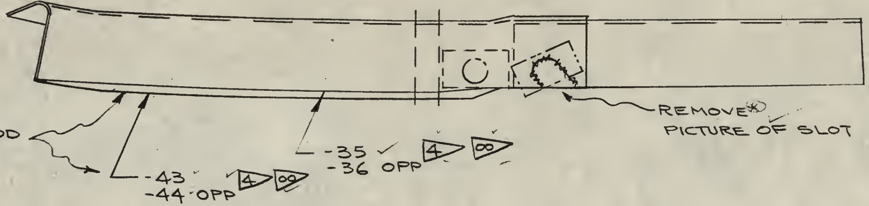
ADCN	DRAWING NO.	SHT.
8	5-88792	2

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

* ADCN REF ONLY

STICKER VIEW ①



IN ZONE C2 & C3 REVISE PICTURE AS SHOWN, LIMIT -35, -36 OPP BY ∞ & ADD -43, -44 OPP 4 ∞.

REVISE CALLOUTS AS SHOWN:

-35
-36 OPP ∞ ADD *

-43
-44 OPP ∞

ZNS B3 & C4

* ∞ LIMITED - SEE PARTS LIST FOR RELEASE.

◪ USE EXISTING -35, -36 OPP PARTS NOT INSTALLED UNTIL SUPPLY EXHAUSTED

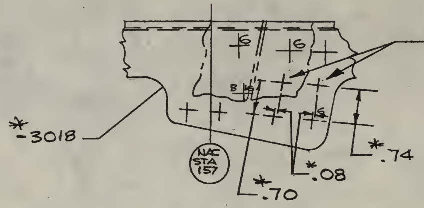
BAC 924C-R3

1-60 2T NOT PROCESS

MODEL 707	7-1-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		LOWER SPAR INSTL.- OUTBOARD STRUT DWG. TITLE
M.R. MATTESON 5/2/57 DRAFTED	7-1-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE (ADCN)	ISSUE NO.	ADCN / DRAWING NO. / SHT.
CHECKED H. DARTON 5/2/57	7-1-57 mb B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 7427 CHG. NO.	R1-15 / 8-8122 / 2A
STRESS Geo. Pickens 5/3/57	ROHR 4-1306 REQUESTED	☐ DEVIATION ☒ VARIATION	74 SEC. NO.	
APPROVED	P PROD. INFO.	REASON: REQUIRED HOLE LOCATIONS OMITTED. (ENGRG. ERROR)	1 THRU 199 301 THRU 1999 CHG. EFF.	
APPROVED E.C. Burkart 5/6/57				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD TWO 3/16" HOLE LOCATIONS IN -3018 AS SHOWN:



C5 *ZONE C10

*ADCN REF.

P> REWORK EXISTING PARTS & ASSY'S INSTALLED

KC-135 NOT AFFECTED

☒ BAC RELEASED ☐ KC-135
☐ CANC...

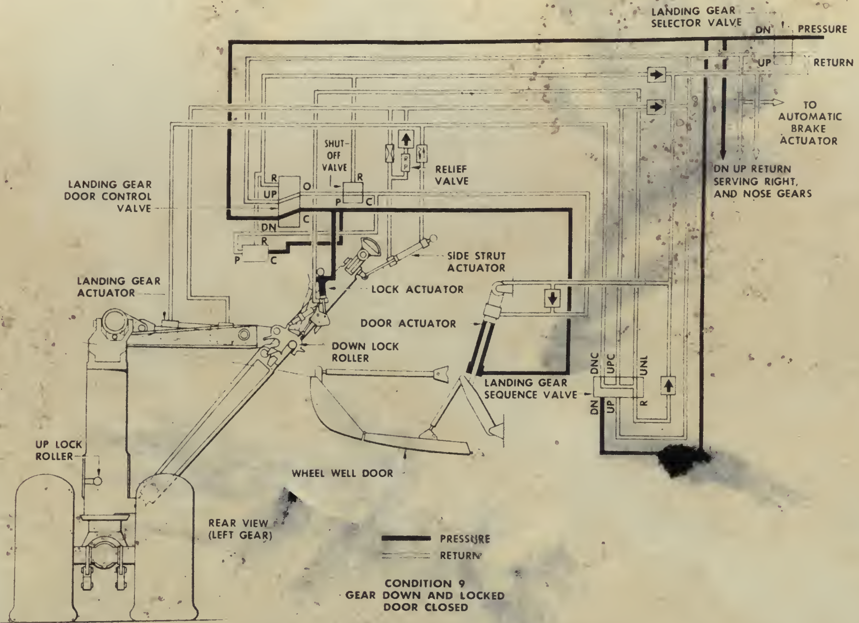
CHECKED Blakeslee 4/19/57
CHECKED
APPROVED J.E. Larson 6/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
				381-502			

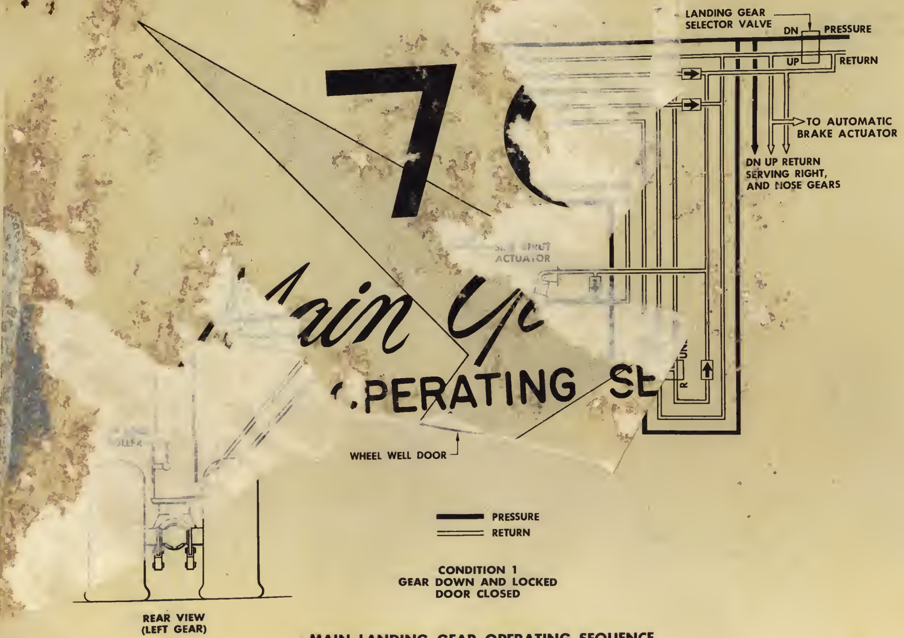
BAC 924 C-RS

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 59 OF ___ PAGES
WING FLAPS L.H. AND R.H.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION 11/18/57 DATE APPROVED ______

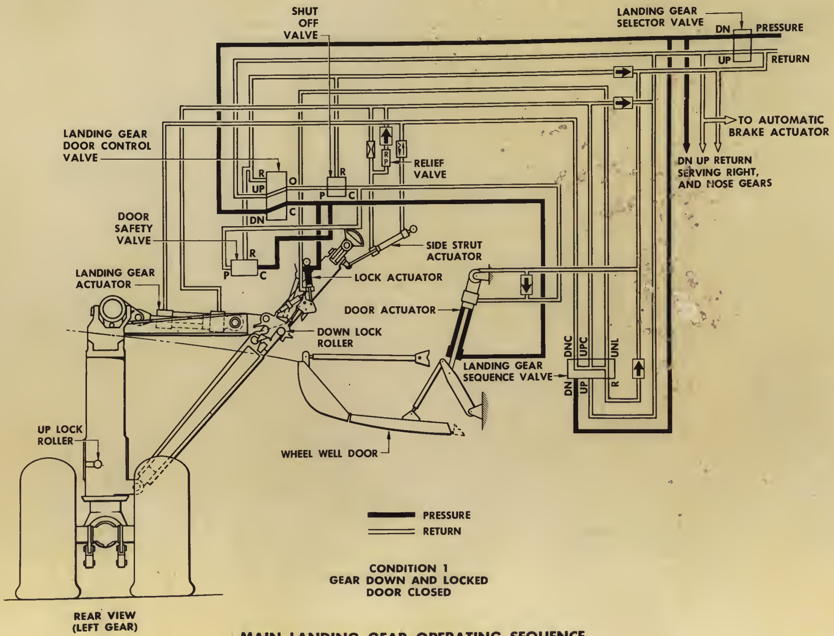
ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Carriages - Center	RD N	MIL-G-3278 MIL-G-3278	Gun Gun	12 8	#4 #4	Flush Fitting (Dwg. 5-87846). Flush Fitting
2	Carriages - End	RD N	MIL-G-3278 MIL-G-3278	Gun Gun	24 16	#4 #4	Flush Fitting (Dwg. 5-87847). Flush Fitting
3	Flap & Spoiler Metering Valve Assy	-	MIL-O-5606 or Skydrol 500 (As applicable)	Fill	6/airplane	#4	Gear case (Dwg. 50-6875).



MAIN LANDING GEAR OPERATING SEQUENCE

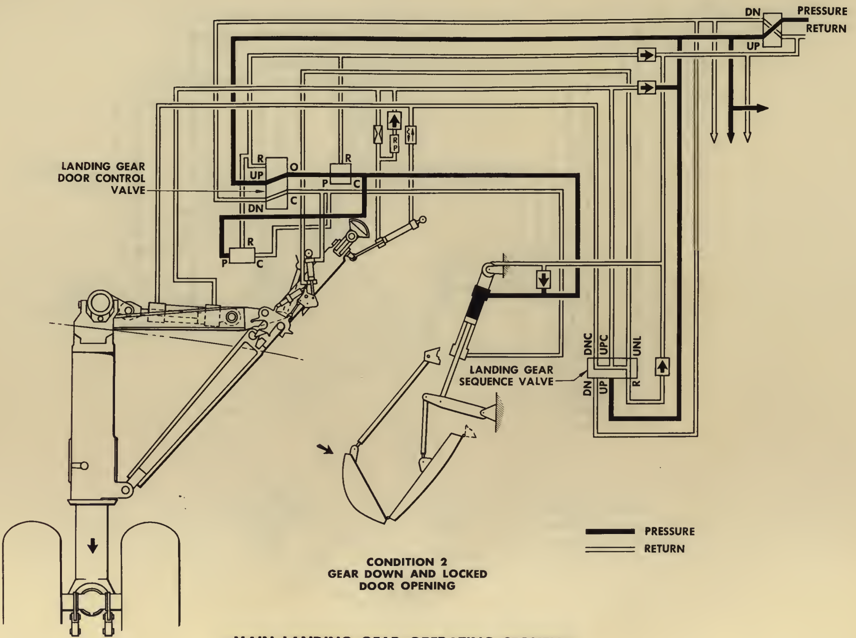


MAIN LANDING GEAR OPERATING SEQUENCE



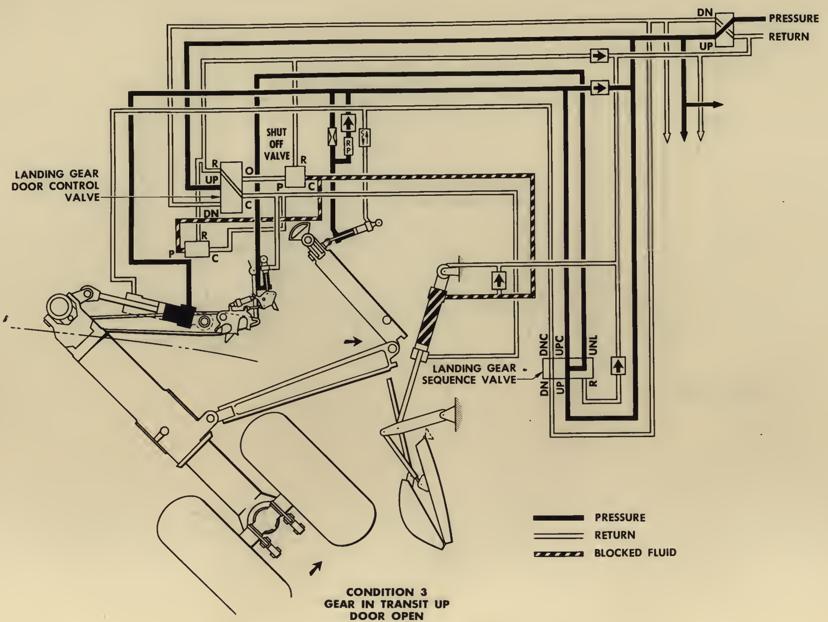
CONDITION 1
GEAR DOWN AND LOCKED
DOOR CLOSED

MAIN LANDING GEAR OPERATING SEQUENCE



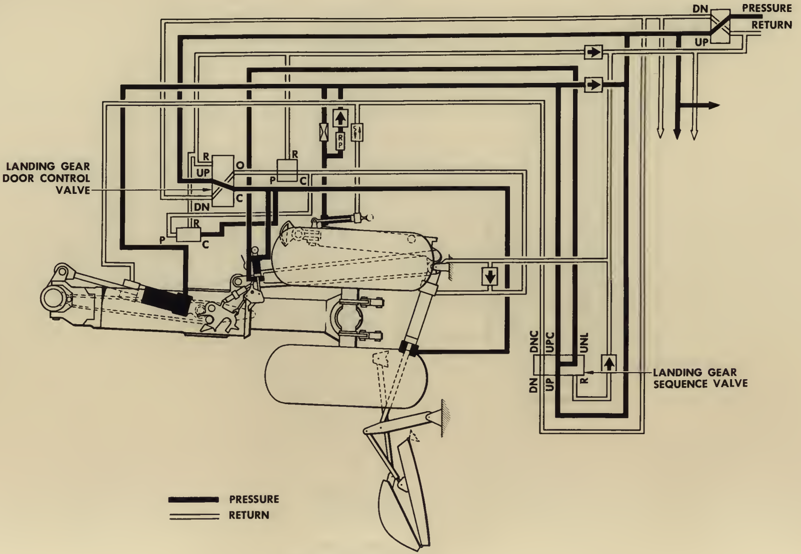
CONDITION 2
GEAR DOWN AND LOCKED
DOOR OPENING

MAIN LANDING GEAR OPERATING SEQUENCE



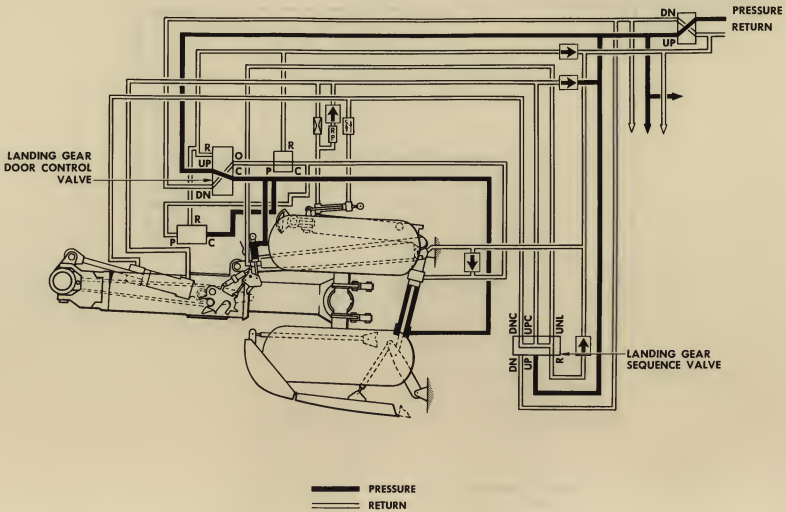
CONDITION 3
GEAR IN TRANSIT UP
DOOR OPEN

MAIN LANDING GEAR OPERATING SEQUENCE



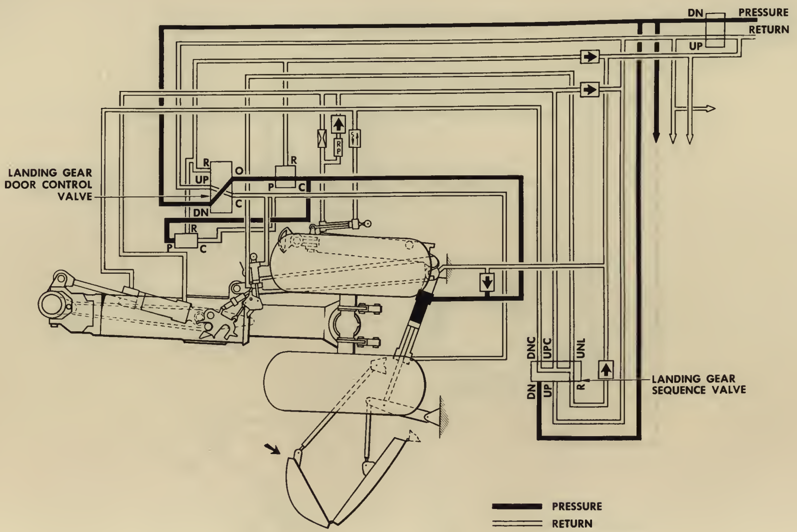
CONDITION 4
GEAR UP AND LOCKED
DOOR OPEN

MAIN LANDING GEAR OPERATING SEQUENCE



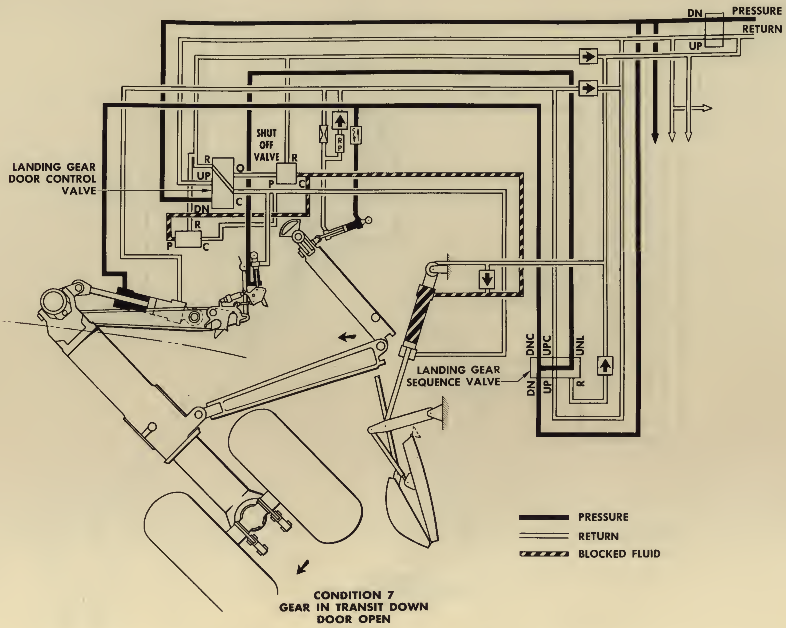
CONDITION 5
GEAR UP AND LOCKED
DOOR CLOSED

MAIN LANDING GEAR OPERATING SEQUENCE

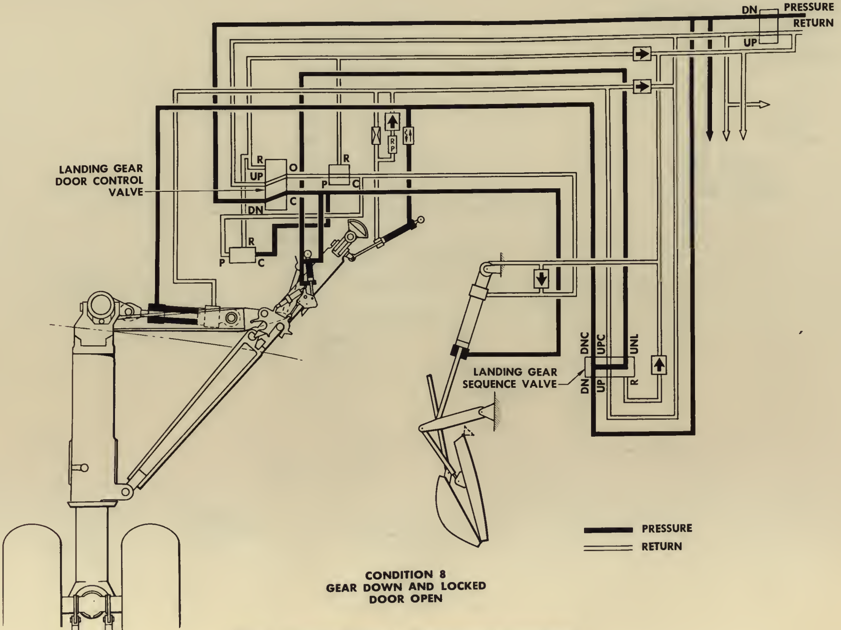


CONDITION 6
GEAR UP AND LOCKED
DOOR OPENING

MAIN LANDING GEAR OPERATING SEQUENCE

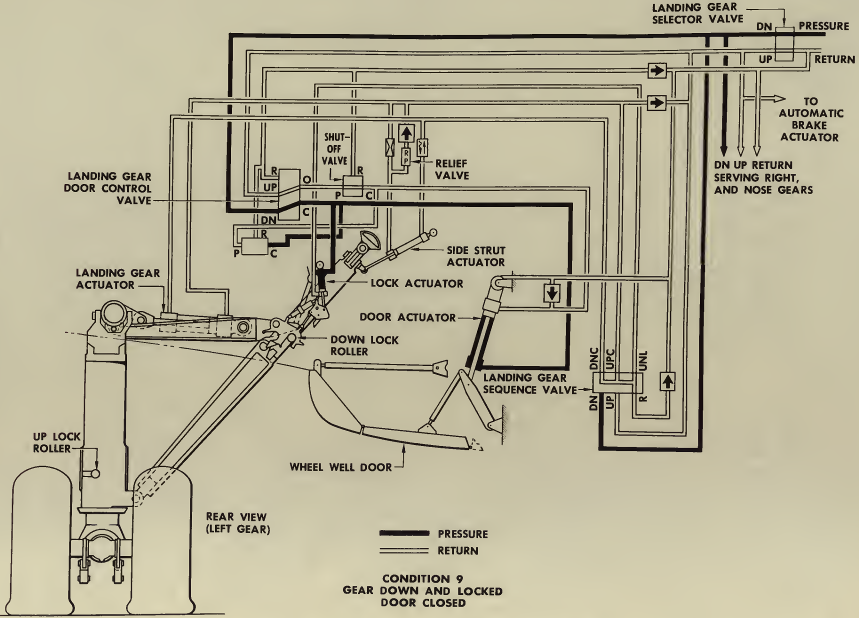


MAIN LANDING GEAR OPERATING SEQUENCE



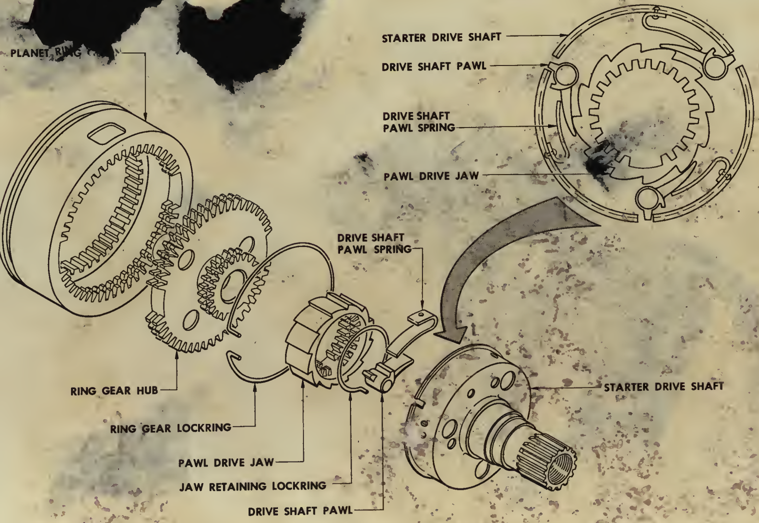
CONDITION 8
GEAR DOWN AND LOCKED
DOOR OPEN

MAIN LANDING GEAR OPERATING SEQUENCE



CONDITION 9
GEAR DOWN AND LOCKED
DOOR CLOSED

MAIN LANDING GEAR OPERATING SEQUENCE



STARTER CLUTCH SCHEMATIC

5-20 6T

MODEL 707		9-26-27-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE
DRAFTED FRONSDAHL	6/11/57	EZ71 6/28/57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED SHUMAN	6-11-57	6-28-57CB B/P GROUP	☐ DEVIATION ☐ VARIATION
STRESS W. [illegible]	6/18/7	G. DREW 6-7000 REQUESTED	REASON: TO ADD ANGLE AND CHANGE PIN ON DRWG.
APPROVED [illegible]	6/19/7		
APPROVED Donaldson REtlage	6/25/57 6-25-7	PROD. INFO.	

ISSUE NO.	
CHG. NO.	7853
SEC. NO.	74
	1-199
CHG. EFF.	301-1999

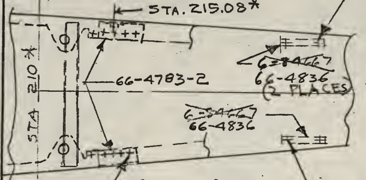
DWG. TITLE: LOWER SPAR INST'L OUT. BD STRUT

ADCN	DRAWING NO.	SHT.
15	8-8122	1A
23	8-8122	2A

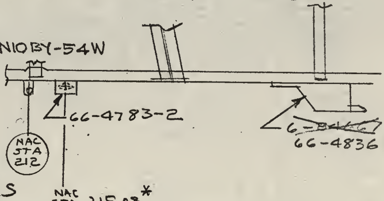
PARTS LIST ZONE	REPLACES	8-8122 -3000 B	8-8122 -3000 A	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	2	66-4783-2	ANGLE						
		✓	✓	2	NAS 517-4-25	SCREW 100° F.H.						
		✓	✓	2	66-4836	PIN FITTING						
~~41~~		~~✓~~	~~✓~~	~~2~~	~~6-84667~~	~~PIN FITTING~~						
~~49~~		~~✓~~	~~✓~~	~~2~~	~~AN4-20A~~	~~BOLT~~						
40		4	4	~~4~~	~~AN363-428~~	~~NUT~~						
40	AN 363-428	✓	✓	4	BAC-N10BY -54W	NUT						

CHANGE P/L AS ABOVE:—

ON SHT 2 IN ZN C2 2A
CHANGE AS SHOWN



ON SHT 2 IN ZN A2 2A
CHANGE AS SHOWN



* ADCN REF ONLY

AF 6/26/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

7-26-57

8-20 6T

MODEL 707		DWG. REC. CLK	BOEING AIRPLANE COMPANY	A	LOWER SPAR INST'L INBD. STRUT
DRAFTED FRONSDAHL	6/11/57	6/17/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. 7853	DWG. TITLE
CHECKED SHUMAN		B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO.	
STRESS	6/18	G. DREW 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION	SEC NO. 74	
APPROVED	6/19/57		REASON: TO ADD ANGLE & CHANGE PIN ON DRWG.	1-199	
APPROVED Donaldson R.E.Hage	6/25 6-25-7	PROD. INFO.		301-1999 CHG. EFF.	

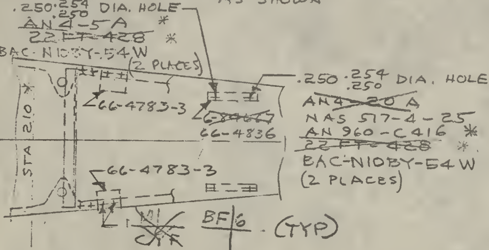
ADCN

ADCN	DRAWING NO	SHT.
~~13~~	~~8-8100~~	~~1A~~
~~7~~	~~8-8100~~	~~3A~~
16	8-8100	1A
8	8-8100	3A

PARTS LIST ZONE	REPLACES	8-8100-3000 (B)	8-8100-3000 (A)	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	2	66-4783-3	ANGLE						
		✓	✓	2	NAS517-4-25	SCREW 100° FH.						
		✓	✓	2	66-4836	PIN FITTING						
4A1		~~✓~~	~~✓~~	~~2~~	~~6-84667~~	~~PIN FITTING~~						
4E2		~~✓~~	~~✓~~	~~2~~	~~AN4-20A~~	~~BOLT~~						
		~~4~~	~~4~~	~~4~~	~~AN363-428~~	~~NUT~~						
	AN 363-428	✓	✓	4	BAC-N10BY-54W	NUT						

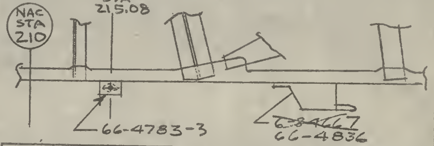
ON SH-1A CHANGE P/L AS ABOVE:—

ON SHT 3A IN ZN $C5_{3A}$ REVISE AS SHOWN



ON SHT-3A

IN ZN $A5_{3A}$ REVISE AS SHOWN



* ADCN REF. ONLY.

▷ EXISTING PARTS MAYBE USED WITHOUT REWORK

REPLACES ADCN #13 ON SH-1A
#7 ON SH-3A

IN P/L AND F/D CHANGE 66-4783 TO 66-4783-3 CHG. No. PRR 10826

REASON:- ENG ERROR

DRAWN BY: G. WOODS 7/19/57

CHKD BY: 7/19/57

APPRD: Donaldson 7/19/57

AHP 6/26/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

WING

4- 68 IT REJ TAG 291993 & 291994

MODEL 707		817-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE
G. BERESFORD DRAFTED	7/21/7	969-30-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED J R Gibbon	7/24/7	7-30-37 B/P GROUP	☐ DEVIATION ☒ VARIATION
STRESS —		REJ TAG. 291993 & 291994 REQUESTED	REASON: WRONG FINISH FOR WET BAY AREA.
APPROVED Wickre	7/25/7		
APPROVED		PROD. INFO.	

ISSUE NO.	DWG. TITLE: SUPPORT - FRONT SPAR, OUTBD NACELLE		
	ADCN	DRAWING NO.	SHT.
95000 CHG. NO.	2	50-8218	—
SEC. NO. 12			
1-1999 CHG. EFF.			

ADCN

TR 11/29/17

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			-1						~~F2.30~~ F2.22	
			-2						~~F2.30~~ F2.22	

CHG FINISH CALLOUT IN P/L AS SHOWN ABOVE:

▷ REWORK EXISTING DETAILS BY STRIPPING ALL PRIMER A/P # 1, 2, 3 IN ACCORD -

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R8 TKG-45707 7/24/7 2-7000

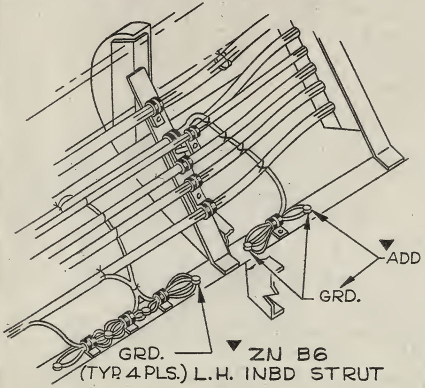
GROUP ELEC. 5-70 17 NOT PROCESS

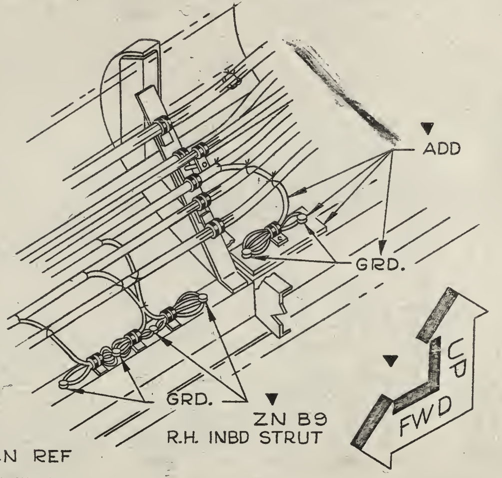
MODEL 707-121		017-30-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE		ELECTRICAL CABLE INSTL. SECTION 72 L.H. & R.H. INBD. STRUT DWG. TITLE		
DRAFTED HEIL	7-6-7	9-27-30 57 RELEASE		ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHECKED R. Parker	7-8-7	7-30-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	PRR 10713 CHG. NO.	1	65-3268	
APPROVED ENGR.	7-23-7	6-3060 C-347 REQUESTED	REASON: TO ADD ENGINE OIL COOLER VALVES SHUT OFF	SEC. NO. 77			
APPROVED 7/24	7/9	*					
APPROVED ENGR. 7-24-57		PROD. INFO.		1 THRU 99 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADCN

IN ZN B9 ADD (2) GROUND WIRES (1 BUILD UP) AS SHOWN ON R.H. INBD STRUT
IN ZN B6 ADD (2) GROUND WIRES (1 BUILD UP) AS SHOWN ON L.H. INBD STRUT





MOCK UP IN ACCORD ▼ ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS 69510 Rec. 7/29/7 2-7000

6-20 NOT PROCESS 4T

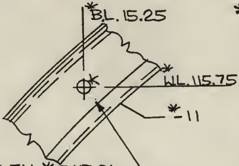
MODEL 707		2-17-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE		COWL PANEL ASSY L.H. SIDE ENGINE NACELLE DWG. TITLE		
R.MATTESON DRAFTED	DeK 6/-	2-17-30-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHECKED DARTON	1957	2-30-57 B/P GROUP	☐ DEVIATION ☒ VARIATION	PRR 10087 CHG. NO.	R1-2	5-85637	1A
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	TO INSURE POSITIVE LOCATION OF REASON: IRREGULAR OML'S & HOLD	71 SEC. NO.	R1-1	5-85637	3A
APPROVED E C Burkart	6/11/57	P	FRAMES RELATIVE TO BOTH LONGERONS	1 THRU 199			
APPROVED G Hidgkins	6/12/57	PROD. INFO.	& ATTACH POINTS. (MFG. FACILITY)	301 THRU 1999 CHG. EFF.			

ADCN 57

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

SHT 3A, ADD COORDINATING HOLES AS SHOWN BELOW:

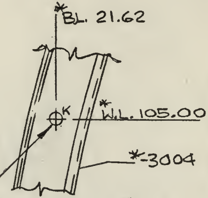
☒ BAC RELEASED
☐ CANCLD BY BAC ADC.
CHECKED B. Lakeside ☐ KC-135 ☒ 707
CHECKED
APPROV 7/3/57



*ZONE E11 *SHT 3A

* THIS CHG. INCOMPLETE WITHOUT

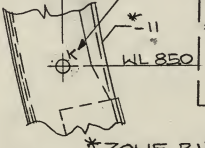
ADCN	SHT	DWG.
R1-2	3A	5-85637
R1-2	4A	
R1-3	4A	
R1-4	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85637



* ZONE D9 *SHT 3A

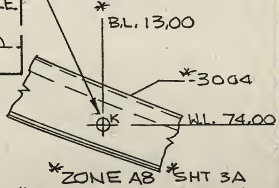
*(ADD COORDINATING HOLES)

* B.L. 20.00



SHT 1A, ADD TO GENERAL NOTES AS FOLLOWS:
*(ADD) ⊕K — $.250^{.260}_{.247}$ COORDINATING HOLE.
*(ADD) PLUG COORDINATING HOLES WITH M(B) IN -3029 FRAME ONLY.

*B.L. 13,00



*ADCN REF.

*ZONE B11 *SHT 3A
*STA. 89.50

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

*ZONE A8 *SHT 3A

FOR KC-135 SEE ADCN'S R1-13 S/1 & R1-11 S/3 ON 5-85637

*STA 98.15

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

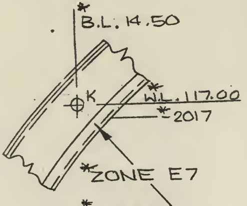
1 6-72 NOT PROCESS

MODEL 707		07-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE		COWL PANEL ASSY L.H. SIDE ENGINE NACELLE. DWG. TITLE
R. MATTESON DRAFTED	6/3/	07-30-57 RELEASE 7-30-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO. PRR 10087	ADCN R1-3 DRAWING NO. 5-85637 SHT. 4A
CHECKED DARTON		B/P GROUP ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO. 71	
STRESS HECHT	6/10/57		TO INSURE POSITIVE LOCATION OF REASON: IRREGULAR OML'S & HOLD	SEC. NO.	
APPROVED [signature]	6/10/57	P	FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)	1 THRU 199 301 THRU 1999 CHG. EFF.	
APPROVED [signature]	6/12/57	PROD. INFO.			

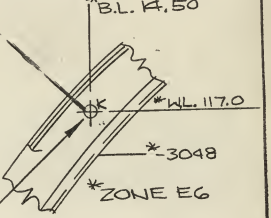
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

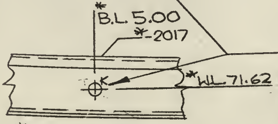
ADD COORDINATING HOLES AS SHOWN BELOW:



THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG.
R1-2	1A	5-85637
R1-1	3A	
R1-2	3A	
R1-2	4A	
R1-4	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85637

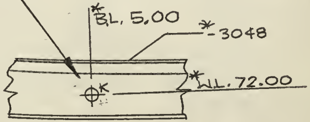


*(ADD COORDINATING HOLES)



*ZONE A6
*STA 152.75

☒ BAC RELEASED ☐ CANC'LD BY BAC ADCN	☐ KC-135 ☒ 707
CHECKED	Blakeslee 7/23/57
CHECKED	
APPROVED	G E Larson 7/3/57



*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

*ZONE A5
*STA 161.50

AH 7/29/7

FOR KC-135 SEE ADCN R1-10 S/4 ON 5-85637

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-7000

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

SEATTLE DIVISION ENGINEERING SERVICE SECTION	PILOTLESS AIRCRAFT DIV. FIELD OPERATIONS DEPT.	WICHITA DIVISION ENGINEERING SERVICE SECTION	TRANSPORT DIVISION ENGINEERING SERVICE SECTION
☐	☐	☐	☒

HH

SUBJECT: FAS Air Bottle Control Valve, KC-135.

mA 0407

CLASSIFIED ☐ UNCLASSIFIED ☒

ROUTING:

ORIGINAL

OFFICE BASE FILE

CC:

The reference advised that an improved model of the subject, P/N 38E13-8A, has failed to be a significant improvement over earlier models, P/N 38E13-3A and 840891. Service experience and number of failures of each model was requested.

Air Force U.R.'s and BAC Edits indicate the following valve removals:

A/C	Date	P/N	S/N	Valve T/T	Removed For
58-001	3/23/59	840891	—	19 Hrs.	Air Leak
~~57-2609~~	~~4/13/59~~	~~"~~	~~780~~ ok	~~42 "~~	~~Air Leak~~
58-001	8/19/59	"	713	268 "	Failed Relief Valve
58-006	9/10/59	"	786	270 "	Loose Gage
57-2594	9/29/59	"	685	347 "	Air Leak
58-097	11/27/59	"	691	140 "	Gage Sticks
~~57-2609~~	~~2/18/60~~	~~38E13-8A~~	~~67-U~~	~~457 "~~	~~Air Leak at Vent~~ — edit 08538

Supply records show that in the last 365 days 17 P/N 840891 valves have been issued. No P/N 38E13-3A or -8A valves have been issued. Unfortunately, this activity has had little service experience with the P/N 38E13-8A valve.

Please type -

Frank A. Britt

Frank A. Britt
Field Service Engineer

FAB:ps

SERVICE DEPT FILE

0106

edit 52432

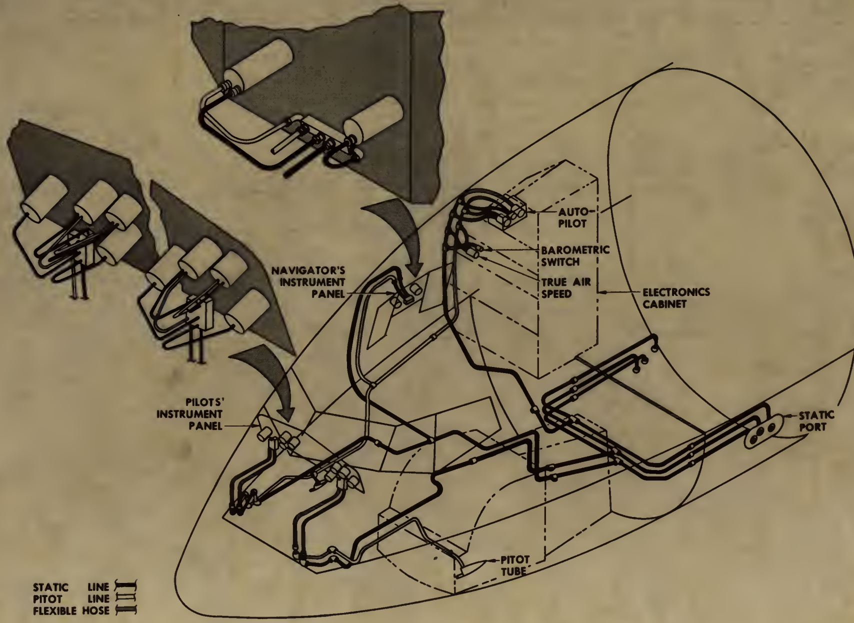
Frank A. Britt
Bergstrom AFB
FAS Air Bottle Control Valve, KC-135.
6-7171-1-12560, dated June 15, 1960

REPORT NO. BERGAFB-910-75F DATE 21 June 60
LOCATION Austin, Texas
MODEL KC-135.
ENCLOSURES

FSR FSR FSR FSR FSR FSR FSR

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 82 WATER INJECTION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	ATI-437 D6-2762
82-1	JT3C-6 Engine Water Injection System	X D				X A									
82-2	Water Injection Control System	X													
82-3	Water Pump and Drain Valves	X													
82-4	JT3C-6 Water Injection Engine Pump	X				X									
82-5	Water Injection Wiring Diagram	X													
82-6	Water Injection Pressure Regulator Schematic	X													
82-7	Engine Water Injection Flow Distribution	X													



PITOT STATIC SYSTEM LOCATION

2-65

ELR NO. 813	MODEL No. 707	6-24-57 DWG. REC. CLK / 6-25-57 RELEASE / 6.25.57 CB B/P GROUP / NO CHANGE SEE BELOW	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE — THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION	A ISSUE NO. / PERD5000 CHG. NO. / SEC. NO. 53 / 1-1999 CHG. EFF.	DWG. TITLE: SUPT ANGLE-THROTTLE CONTROL -STA 600

DRAFTED: ElBara 6/15/57
CHECKED: R Short 6/18/57
STRESS:
APPROVED: Bailey 6-20-57

REASON: TO PROVIDE PROPER FINISH

ADCN	DRAWING NO.	SHT.
1	69-1925	

ORIGINATOR	PHONE
REQ.	
APP. W. Schwer	4192
DEPT. 6-4800 BOX NO. 90-19	

ELR ENGINEERING LIAISON REQUEST

PLANNING	PHONE
PEKASKY	3-169
BOX NO. 91-90	

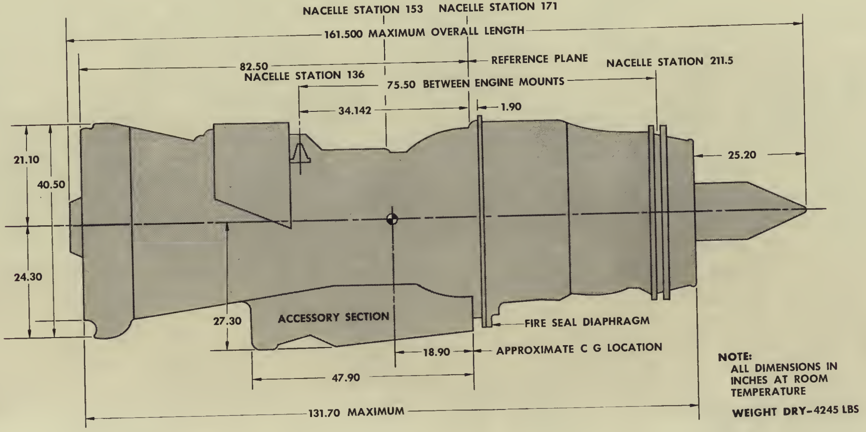
PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			-4						F-2.45 SRF 2.115	
			-5						F-2.45 SRF 2.115	

CHANGE P/L AS SHOWN ABOVE

HF 6/21

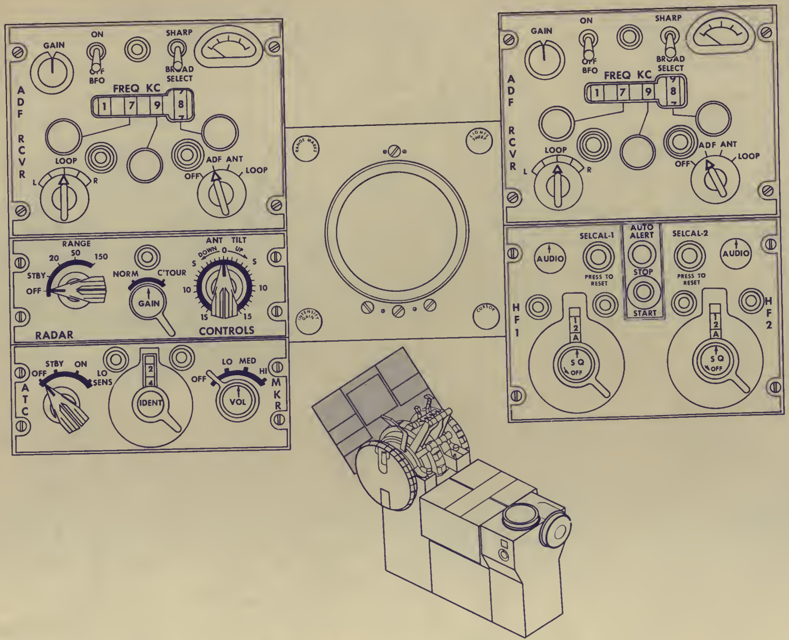
PROD. INFO: ~~A/P #1 & 2 ...~~ APL 001 & ON MUST COMPLY

STATUS OF TOOLS &/OR PLANNING: DETAIL PLANNING AFFECTED REWORK PARTS INSTALLED — STATUS OF COMPLETED AIRP. &/OR PARTS

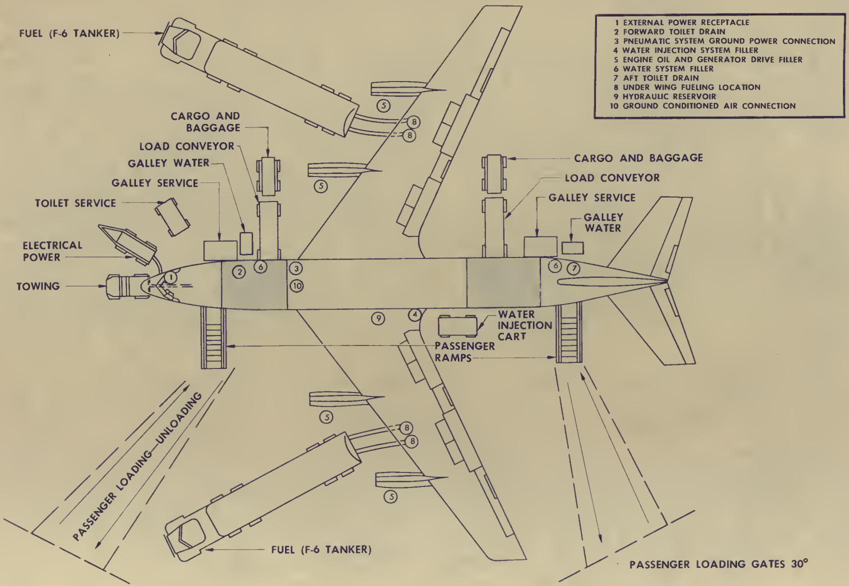


cancel

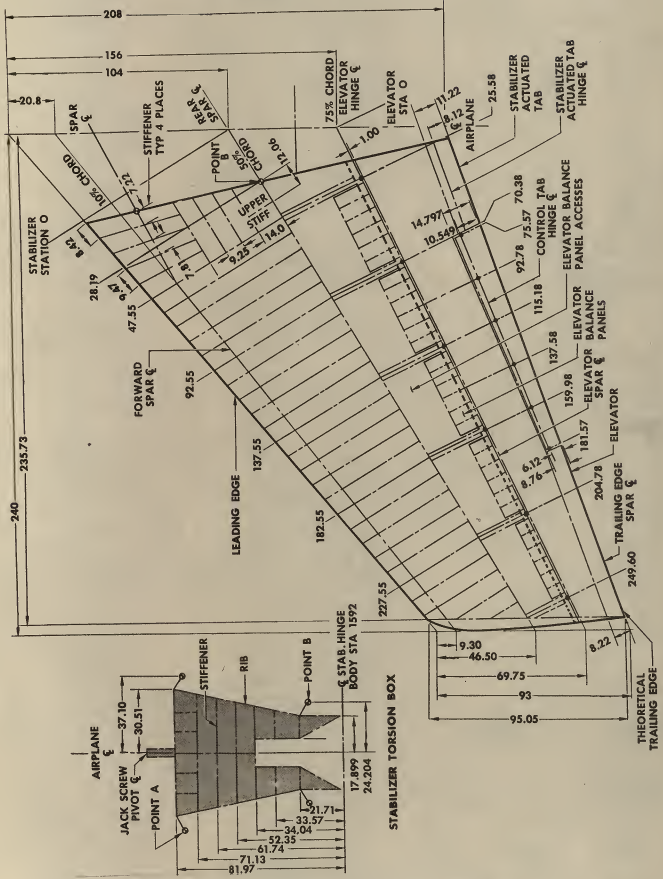
OVERALL DIMENSIONS-JT3C-4 ENGINE



FORWARD ELECTRONIC CONTROL PANEL



TYPICAL TERMINAL SERVICING ARRANGEMENT

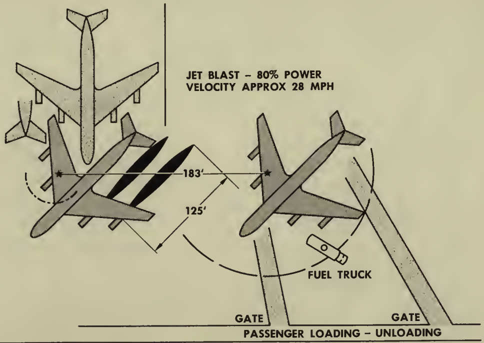


Stabilizer and Elevator Centerline Diagram
Figure 3

CANTED PARKING NOSE IN

ADVANTAGES:

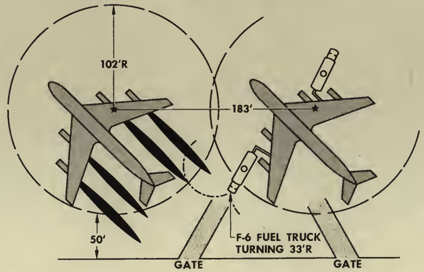
1 NO STARTING BLAST TO AFT AIRPLANES
2 PASSENGER LOADING FROM ONE GATE IF DESIRED
3 ADEQUATE AREA FOR REFUELING WITHOUT PASSENGER LOADING CONGESTION



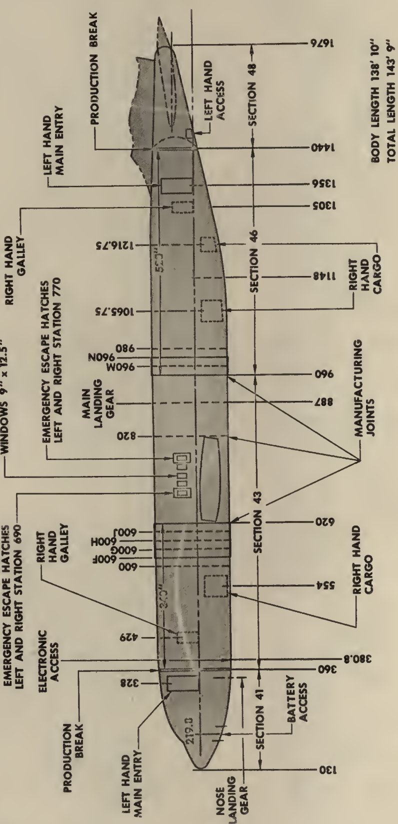
CANTED PARKING NOSE OUT

ADVANTAGES:

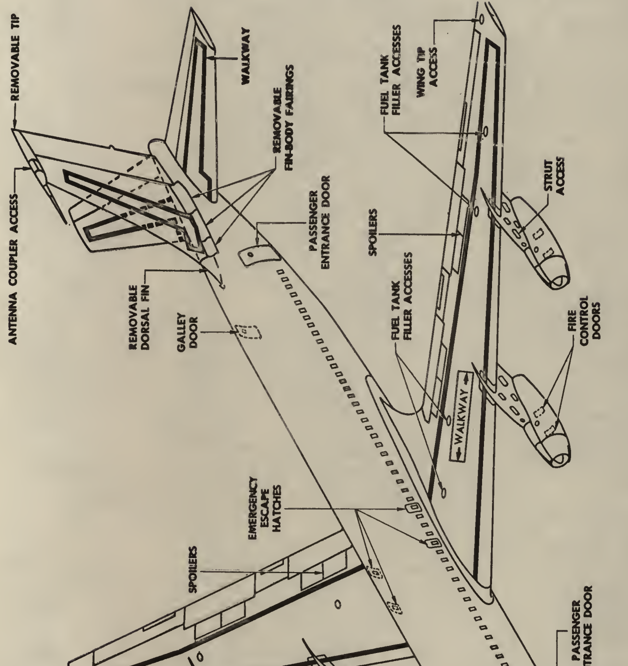
1 RAPID DEPARTURE
2 TAXI BLAST CONFINED TO RAMP AREA OF DEPARTING AIRPLANE ONLY



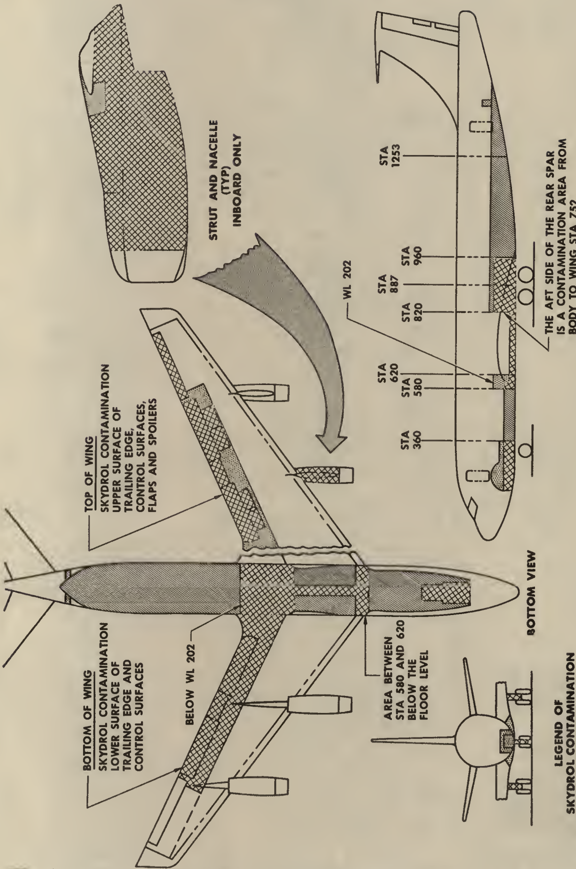
TYPICAL PARKING



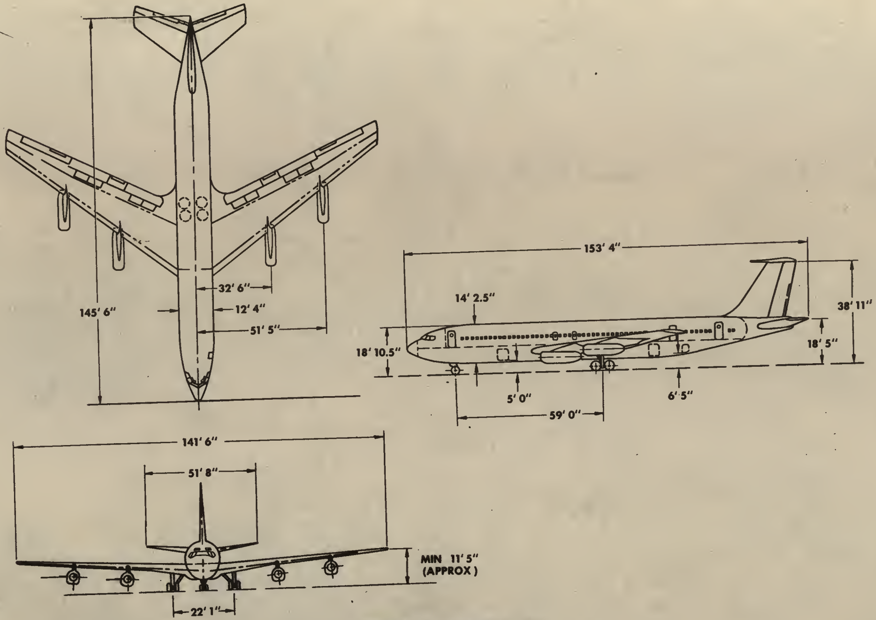
Windows, Doors and Body Length
Figure 201



Walkways, Access Doors and Inspection Openings - Top View
Figure 202



Anticipated Skydrol Contamination Areas
Figure 201

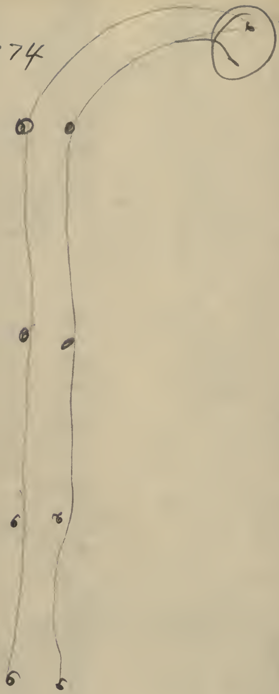


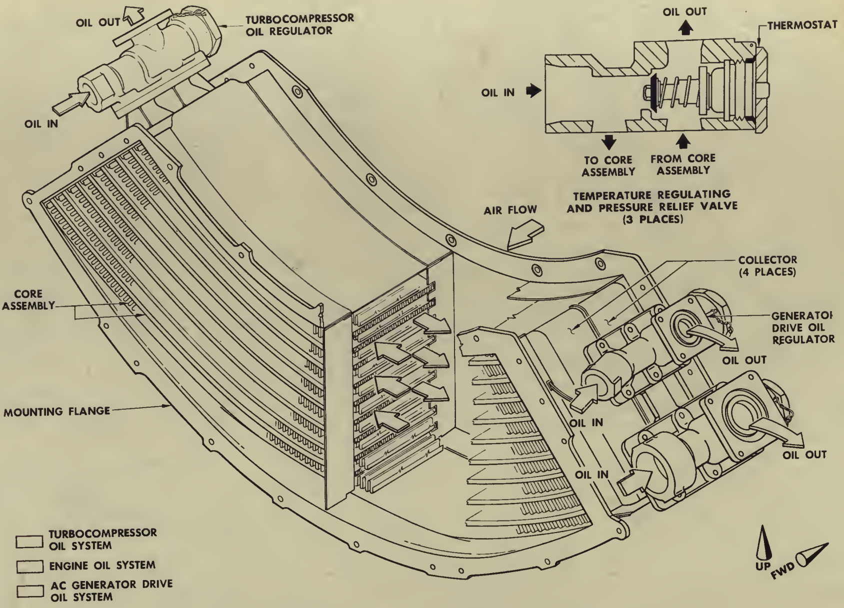
PRINCIPAL DIMENSIONS

FIG. 1

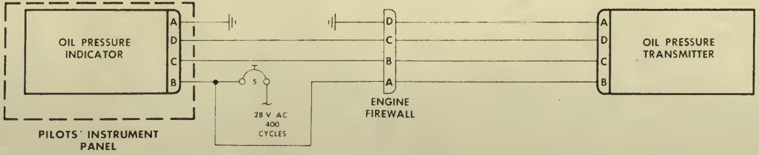
10.40 T 575 5P74

10,53 T425 5P21

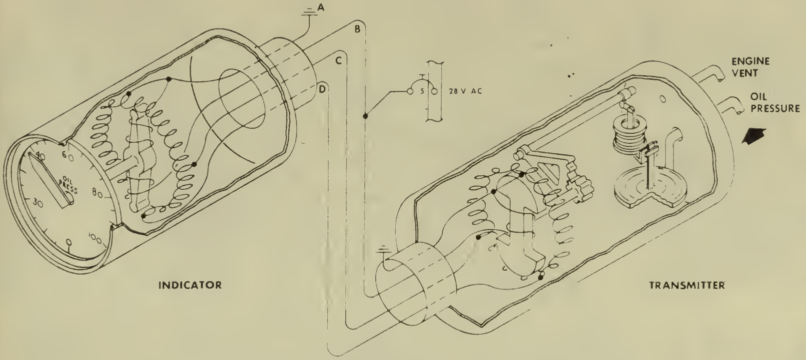




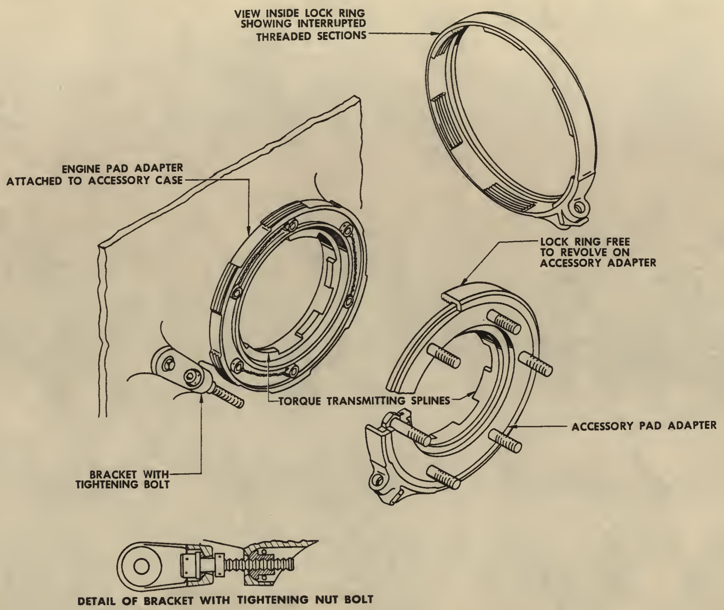
ENGINE OIL COOLER AND BYPASS VALVE ASSEMBLY



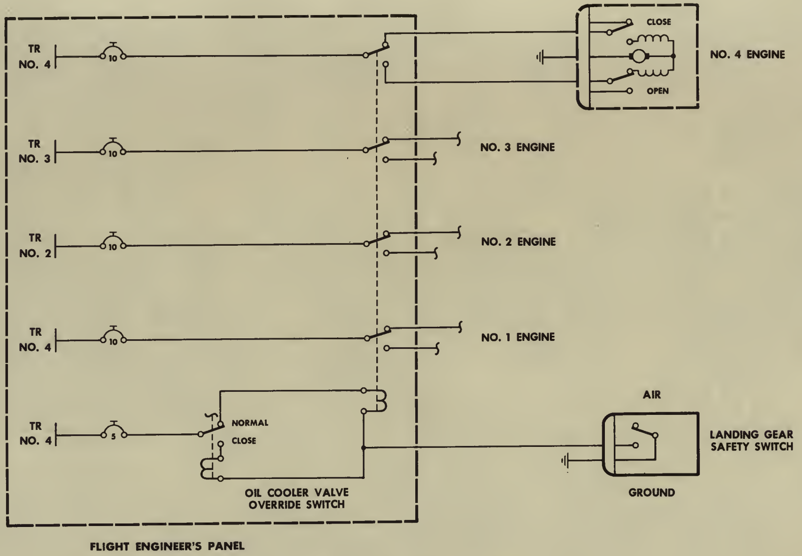
TYPICAL—ENGINES 1, 2, 3, 4



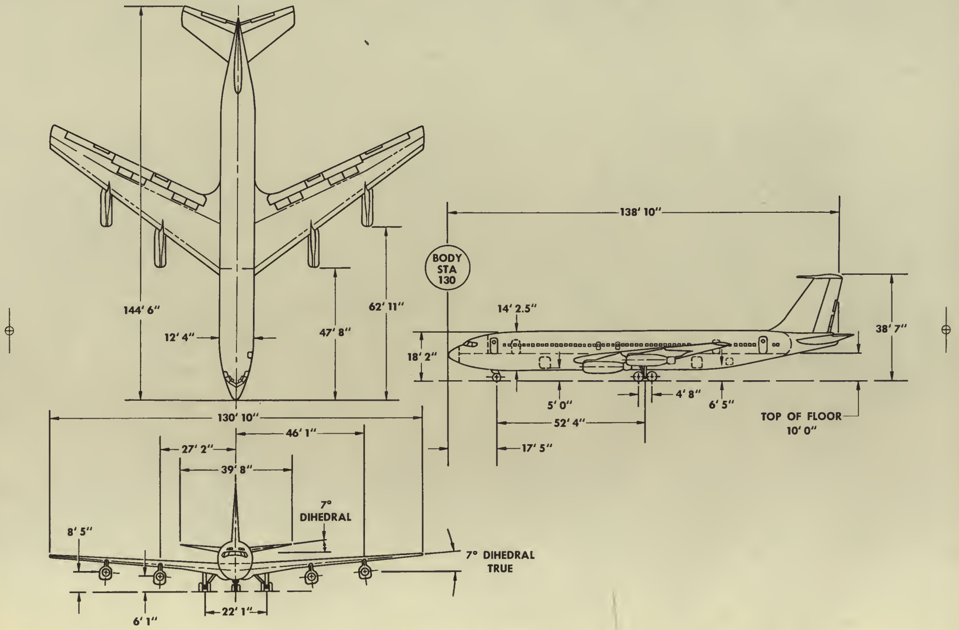
OIL PRESSURE INDICATING SYSTEM SCHEMATIC



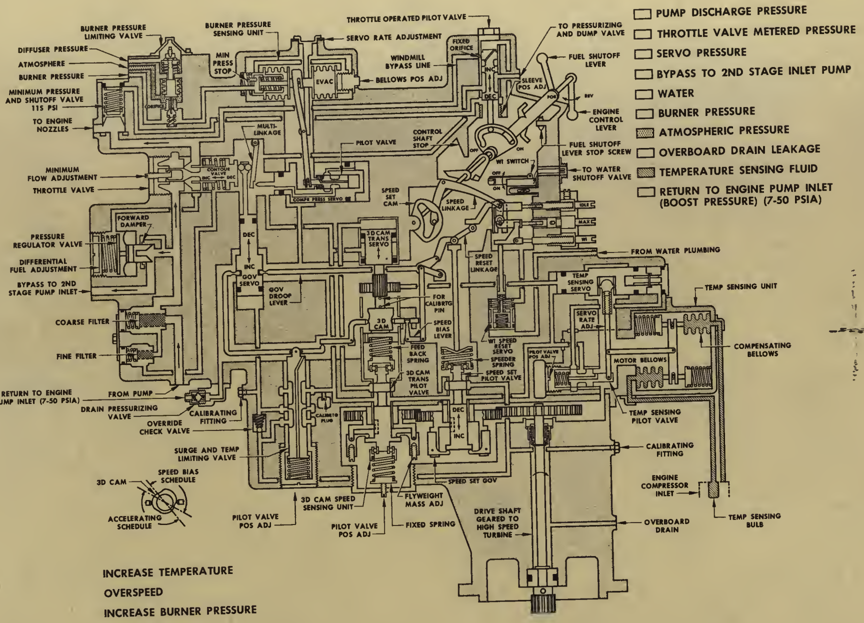
FUEL PUMP AND FUEL CONTROL QUICK-DISCONNECT



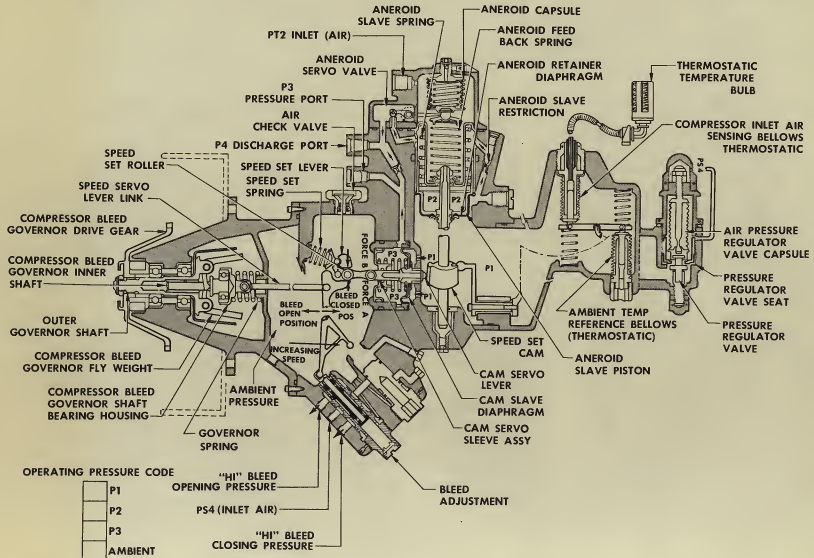
OIL COOLER EJECTOR VALVE OVERRIDE



PRINCIPAL DIMENSIONS



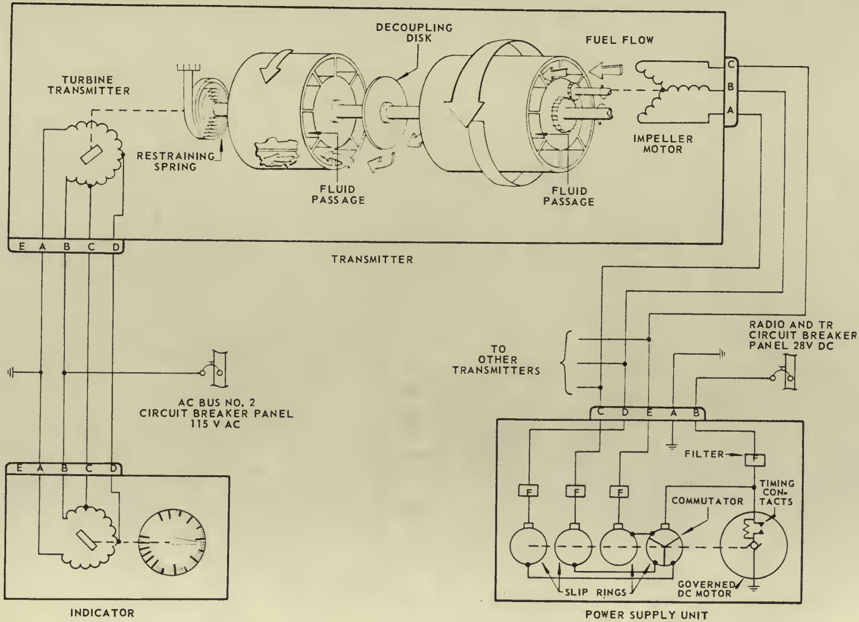
ENGINE FUEL CONTROL UNIT



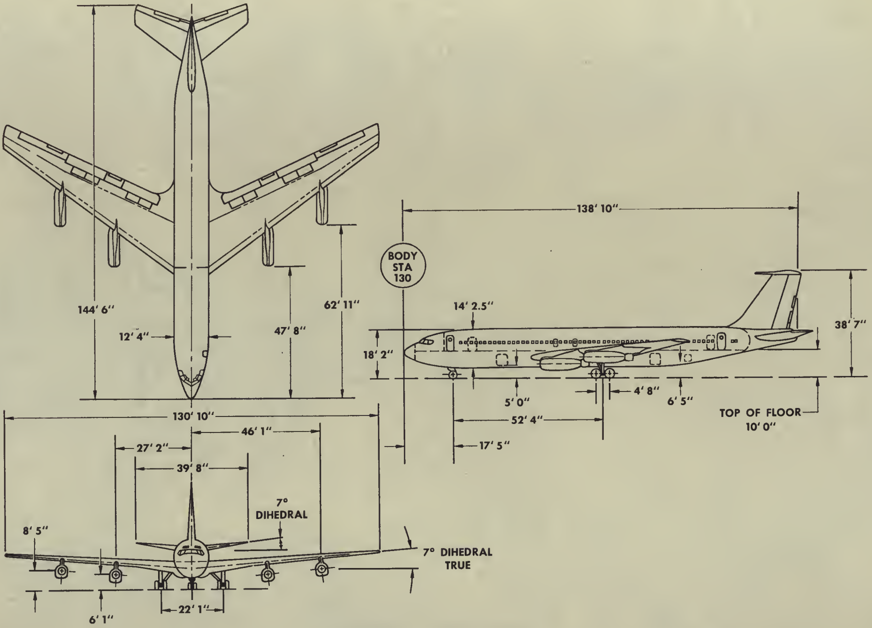
OPERATING PRESSURE CODE

	P1
	P2
	P3
	AMBIENT
	PS4
	P4

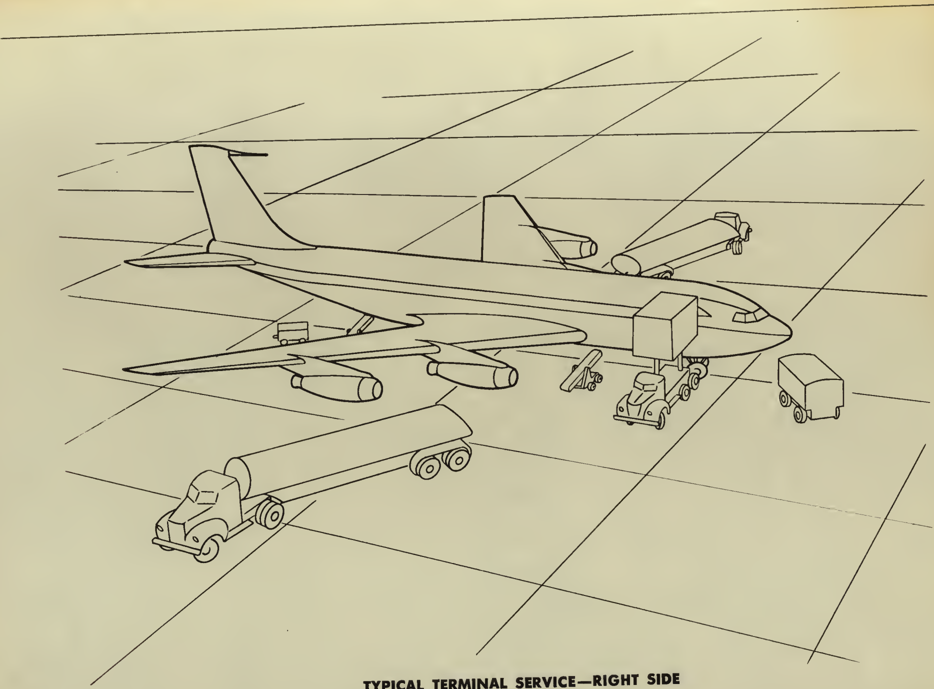
SURGE BLEED GOVERNOR



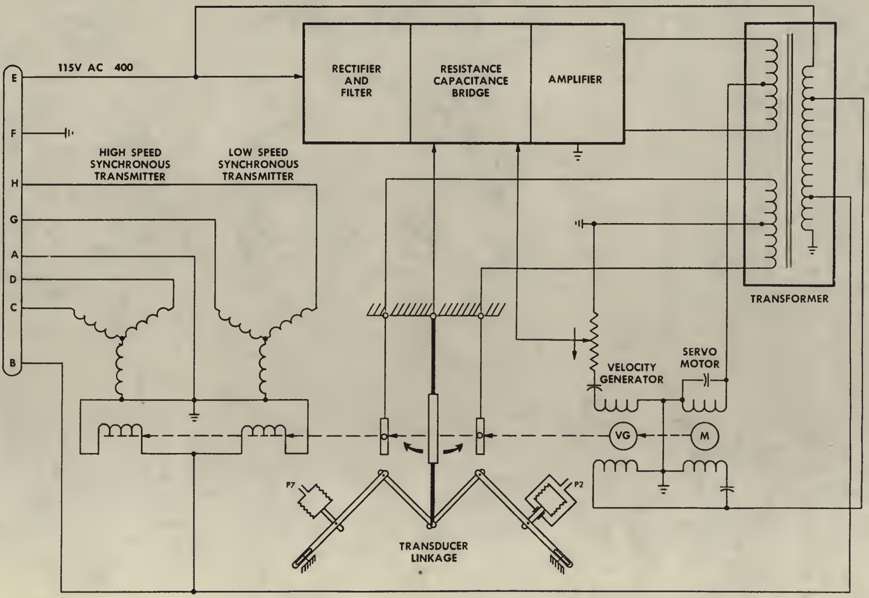
FUEL FLOW INDICATING SYSTEM SCHEMATIC



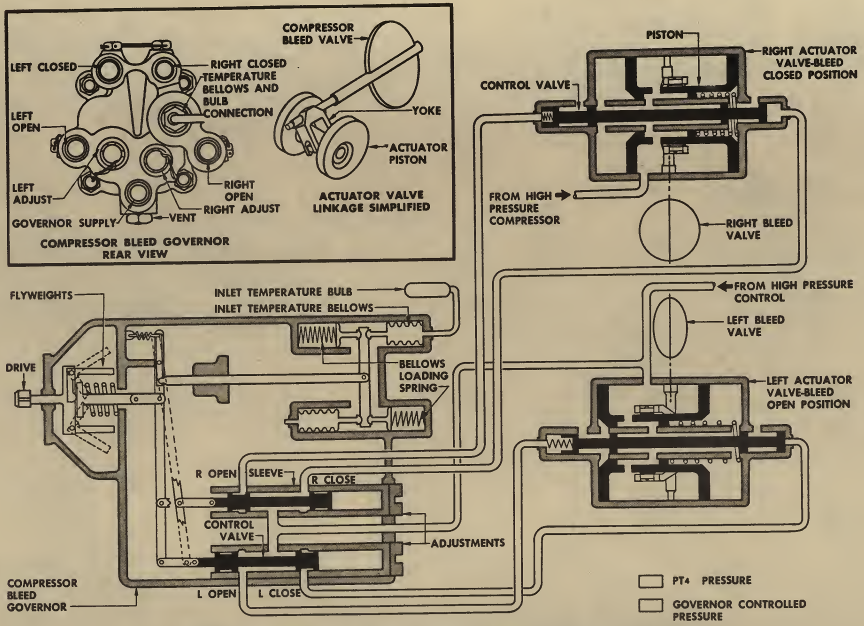
PRINCIPAL DIMENSIONS



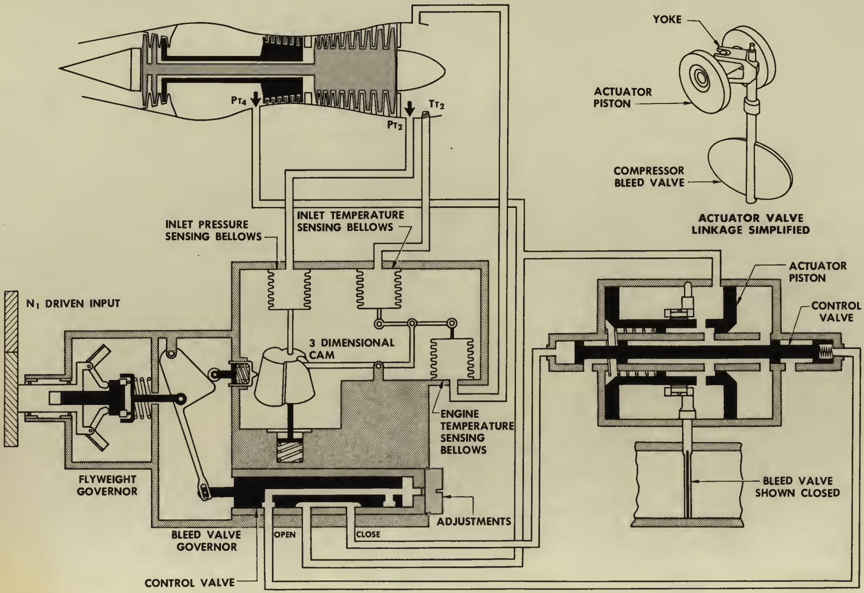
TYPICAL TERMINAL SERVICE—RIGHT SIDE



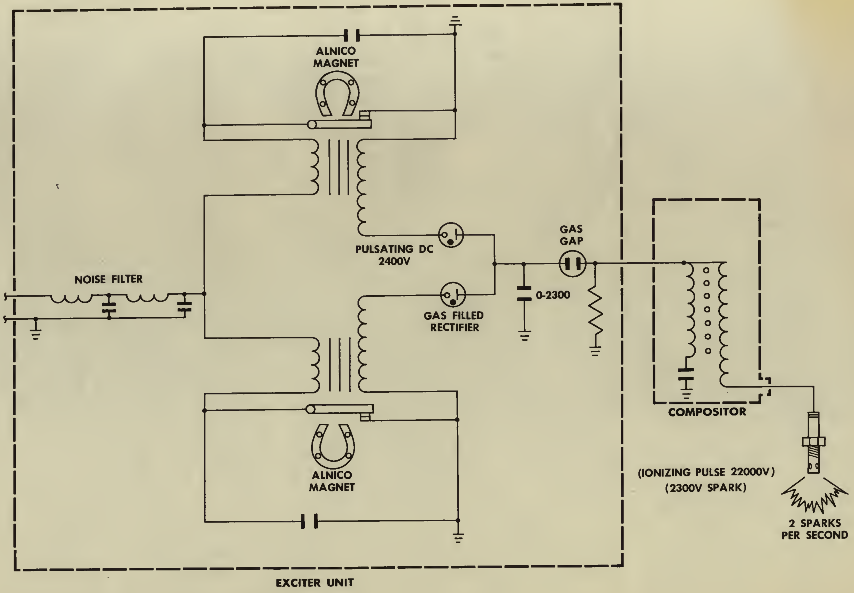
ENGINE PRESSURE RATIO TRANSDUCER OPERATIONAL SCHEMATIC



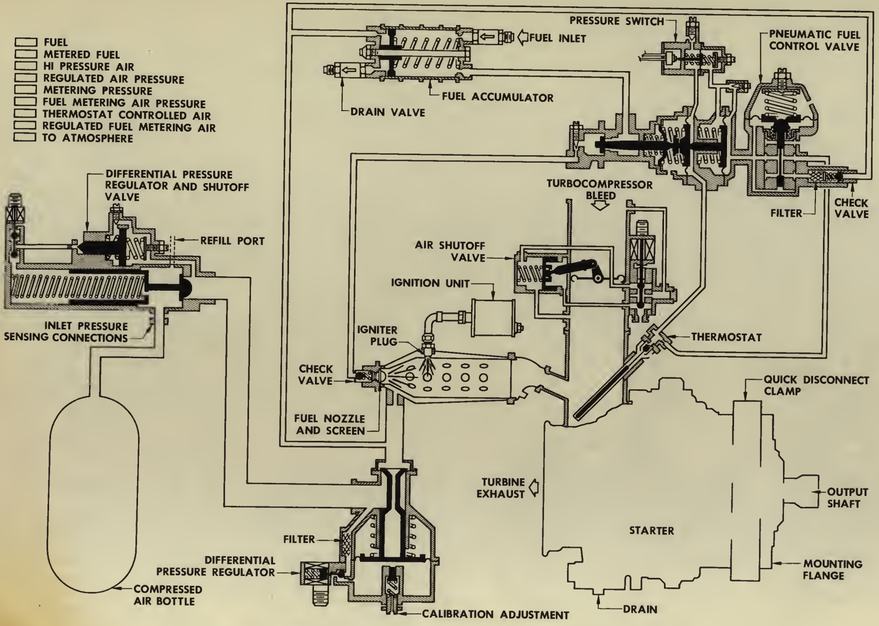
ENGINE COMPRESSOR SURGE CONTROL BLEED SYSTEM SCHEMATIC



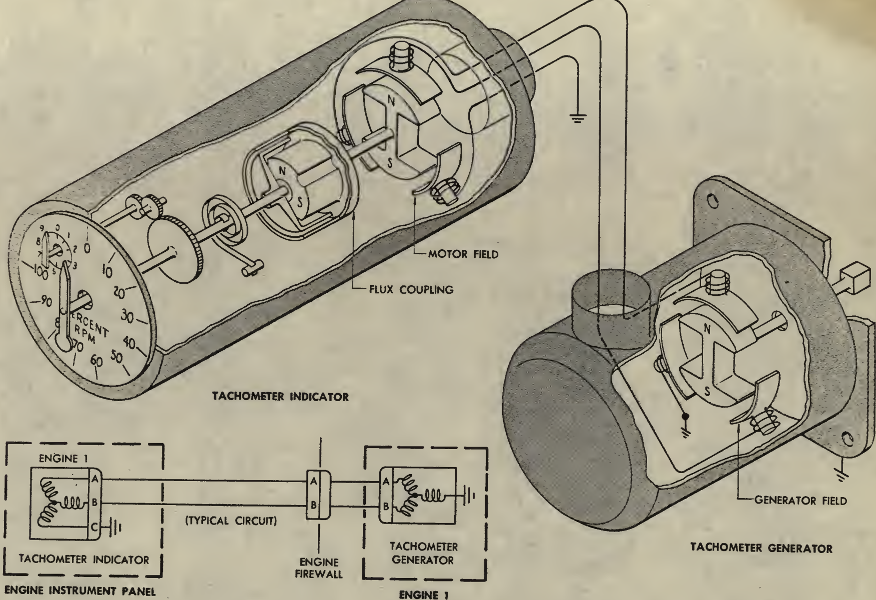
SURGE BLEED CONTROL



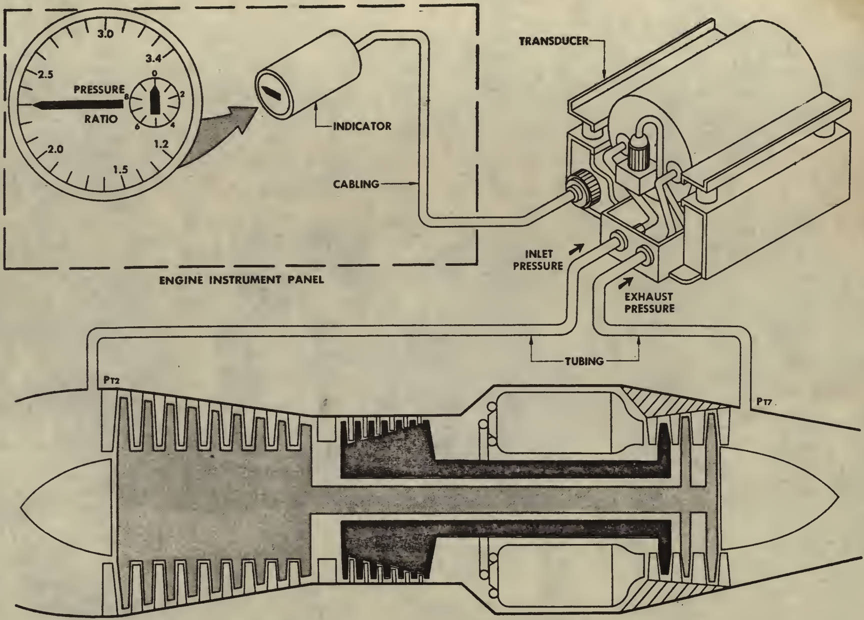
ENGINE IGNITION



ENGINE PNEUMATIC STARTER CONTROL SYSTEM



ENGINE SPEED INDICATING SYSTEM



ENGINE PRESSURE RATIO SYSTEM ARRANGEMENT

KMA

DISTRIBUTION
~~EP~~
~~RJS~~
~~KWB~~
~~EAR~~
~~PS~~
~~RMM~~
~~WEM~~
WB Dalrymple
~~JDM~~

JAN 22

~~RLS~~

~~KOH Info.~~
RLS file 0405.
File
BK
EMP
ENG

WKB001

PP RUWKBF

DE RUWK

ZUI RUWKBF 19A ZDK WKA063

WKA063EUD175MC0222

PP RUWKBF

DE RBEGUP 027

P 221817Z

PE

MTW 3

FM AFESO BAR EAST HARTFORD CONN

TO RJWFNH/COMDR SAAMA KELLY AFB TEX

INFO RJWFNK/COMDR OCAMA TINKER AFB OKLA

RJWXBR/COMDR SAC OFFUTT AFB NEBR

RUWKBF/AFPR BAC SEATTL WASH

RJEDSQ/COMDR AMC WPAFB OHIO

RJEDSQ/COMDR WADC WPAFB OHIO

RJEBKG/AFPR BAC WICHITA KAN

1305

RBEGTDS/HAMILTON STANDARD WINDSOR LOCKS CONN

NAVY GRNC

BT

UNCLAS FROM SANEK-1-88-E FOR SANETA OCAMA/OCNUTA SAC/DM4C AMC/MCMT WADC/ WCLP X SUBJECT: REVISED MINIMUM FLOW SETTING JFC-12 FUEL CONTROL, J-57-43W ENGINES X FOLLOWING PWA MSG IS QUOTED FOR YOUR INFO X QUOTE. AS THE RESULT OF RECENT INSTANCES OF FLAME OUT OF J57-43W ENGINES INSTALLED IN KC-135 ACFT ATTRIBUTED TO FROSTING OF THE METERING VALVE, THIS CONTRACTOR IS PROCESSING A CLASS II ENGINEERING CHANGE IN DESIGN 92150 TO INCRASE MINIMUM FUEL FLOW APPROXIMATELY 200PPH. IT HAS BEEN DETERMINED THAT THIS INCREASE IN MINIMUM FLOW CAN

BE EFFECTED IMMEDIATELY BY ADJUSTING THE MINIMUM FLOW STOP ON INSTALLED JFC-11 FUEL CONTROLS USING THE FOLLOWING PROCEDURE. 1. LOCATE THE THROTTLE VALVE SLEEVE JUST AFT OF THE INLET AND

A kump
B ligt

BY-PASS PORTS WHEN THE CONTROL IS MOUNTED ON THE ENGINE. 2. LOCATE THE MINIMUM FLOW ADJUSTMENT IN THE CENTER OF THE THROTTLE VALVE SLEEV. THIS ADJUSTMENT IS FITTED WITH AN ALLEN SOCKET AND HAS ELEVEN NOTCHES. NOTE: DO NOT DISTURB THE LOCKING PLATE ON THE OUTER PERIPHERY OF THE THROTTLE VALVE SLEEVE. 3. MARK THE SLOT ON THE THROTTLE VALVE CASTELLATED NOTCH IN WHICH THE LOCK RING IS INSTALLED. REMOVE THE LOCK RING FROM ITS SLOT AND THUS FROM ITS NOTHC IN THE MINIMUM FLOW STOP. 4. USING A SUITABLE ALLEN WRENCH, ROTATE THE MINIMUM FLOW STOP COUNTERCLOCKWISE UNTIL THE NEXT NOTCH ON THE MINIMUM FLOW STOP LINES UP WITH THE MARKEDSLOT OF THE CASTELLATED NOTCH ON THE THROTTLE VALVE SLEEVE. 5. REPLACE THE LOCKING RING IN THE SAME MARKED SLOT FROM WHICH IT WAS REMOVED. THIS ADJUSTMENT ROTATES THE MINIMUM FLOW STOP APPROXIMATELY 33 DEGREES COUNTERCLOCKWISE AND INCREASES MINIMUM FUEL FLOW 200 PLUS OR MINUS 15 PPH. 6. AFTER INCORPORATING THE FOREGOING ADJUSTMENT, PAINT A 1/4 INCH WHITE DOT~~T~~ ON THE FACE OF THE THROTTLE VALVE SLEEVE AND REIDENTIFY THE P OL 524950 for -43WB engines CONTROL AS L-4 AND THE P/L 501157 for -43W & WA engines CONTROL AS L-17. UNQUOTE. OCAMA TCTO 1C-135(KA)765 COVVERS THIS CHANGE PER AGREEMENTS AT WADC PROPULSION LAB MEETING 15- 16 JAN 59 PWA EC 92150 IS ASSIGNED THIS CHANGE X OUR REP AND PWA DID NOT AGREE IT WAS NECESSARY TO RUN ENGINE OR USE ACFT FLOW METER TO DETERMIN IF 200 LB INCREASE WAS BEING OBTAINED BY ADJUSTMENT X FLOW METER

INCREMENT BREAKDOWN NOT ADEQUATE FOR REFINED READING. REQUEST
RUNNING OF ENGINE/USE OF FLOW METERS BE DISCONTINUED IN CONNECTION
WITH THIS ADJUSTMENT IF IN EFFECT X ACCURACY OF THIS ADJUSTMENT
HAS BEEN ASSURED AT PLUS OR MINUS 15LBS ON CALIBRATED TEST BENCH
FLOW METER X BLUE DOT IS ACCEPTABLE IN LIEU OF PWA WHITE DOT X
PROD CONTROLS WILL BE INDENTIFIED BY P/T CHANGE X

PAGE THREE RBEGUP Ø27
UNDER NO CIRCUMSTANCES WILL ADJUSTMENT EXCEED ONE REPEAT ONE NOTCH
ON MINIMUM FLOW STOP
BT
22/1817Z JAN RBEGUP

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

BLS

RLS KM

TO: ENGINEERING SERVICE DEPARTMENT

SEATTLE [X] WICHITA [ ]

SUBJECT: Difficulties with Throttle Control

CLASSIFIED [ ] UNCLASSIFIED [X]

ROUTING:

ORIGINAL
DLS
EKC
WHD
[illegible] INFO
OFFICE BASE FILE
CC
WBS
[illegible]
TE KELLAN
SERVICE DEPT SUBJECT FILE

This report will describe an incident involving the "freezing" of the # 4 engine throttle of airplane 3132 on May 14, 1959.

Following a wet take-off, ambient temperature +19°C, the airplane was climbed to 32000 feet altitude, ambient temperature -45°C, and remained at this altitude for the next two hours. At about 1:45 hours at 32000 feet altitude the throttles were moved to adjust engine speed without observing anything abnormal. When trying to adjust the engines 15 minutes later it was observed that the throttle of the # 4 engine cannot be retarded below 85% rpm. The airplane was returned to Castle and prior to let-down the # 4 engine was shut-down by pulling the fire switch. After landing the throttle could be moved without difficulties. The flight was aborted, flight time 4:20 hours. Flight time of the airplane: 829:30 hours.

During ground check on May 15, 1959 no discrepancy could be detected even after the water lines to the right hand engines was pressurized. In order to clear the airplane the AF personnel replaced the Bendix fuel control of the # 4 engine, despite advise to the contrary.

Paul Ribanyi

Paul Ribanyi

FILE 0501
KC-135

NAME Paul Ribanyi REPORT NO. CAFB-OES-727 DATE May 15,1959
STATION Castle AFB LOCATION Merced, California
SUBJECT Difficulties with Throttle Control MODEL KC-135
REFERENCES None ENCLOSURES None
WSI/NO

FSR FSR FSR FSR FSR FSR FSR

BAC 1264-R2 2-7000

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TRANSPORT DIVISION
FEB 12 1 05 PM '60
CONTRACT ADM.

U.S. AIR FORCE
BOEING SEATTLE WASH
FEB 2 8 04 PM '60

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FM CINCSAC

TO RUWKBF/AF PLANT REP BOEING AFCO SEATTLE WASH

RJWFNH/SAAMA

RJWFNK/OCAMA

RBEGUP/AFESO PRATT AND WHITNEY BAR EAST HARTFORD CONN

INFO RJEBKF/2AF

RJEXDHB/8AF

RJWBKN/15AF

RJWXBRF/4321STRATWG

RJWFGM/4130STRATWG

AFGRNC

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10 Feb
Suspense Date

RECEIVED
TRANSPORT DIV.
ENGINEERING DEPT.
FEB 15 9 12 AM '60

UNCLAS DM4A 10135.

ACTION AFPR BOEING - SEATTLE; SANET, SAAMA; SANEK, AFESO; CNSP, OCAMA INFO ALFA; 4321 STRAT WG; 4130 STRAT WING; 7 BOMB WG; LMSJ, AMC; B52/KC-135 OES; AFCDI-2, OTIG; 4039 STRAT W

52& AJAFSEL CONTROLS KC-135 AIRCRAFT. AFPR BOEING-SEATTLE UNSATISFACTORY REPORT REPLY DATED 19 JAN 60 TO 2AF CONCERNING UR'S 4321 SW59-1, -40450(0405) 4321 SW59-2, -40449(0405) 4130 SW59-360, -37418(0405) 7 BW- -40447(0405) 59-292 ON AJA4 FUEL CONTROLS. THE REFERENCED REPLY STATED THAT THE UR'S WERE MADE NON-PROJECT BECAUSE THE ELAPSED TIME BETWEEN THE TIME UR WAS WRITTEN AND RECEIVED AT THE PRIME AMA WAS TOO

113

LENGTHY AND THE UR'S CONTAINED INSUFFICIENT DETAILS. THIS HEADQUARTERS DOES NOT CONCUR WITH THIS ACTION. THE AVERAGE TIME ON THESE UR'S FROM THE TIME THAT THE UR WAS SUBMITTED BY THE ACTIVITY UNTIL THE TIME THAT THE UR WAS FORWARDED TO THE AFPR FROM 2AF WAS 13 DAYS. THE SHORTEST TIME WAS 5 DAYS AND THE LONGEST TIME WAS 20 DAYS. THESE TIMES ARE CONSIDERED REASONABLE UNDER THE PRESENT UR SYSTEM. HOWEVER, THE PRIMARY REASON THAT THE HEADQUARTERS DOES NOT CONCUR WITH MAKING THESE UR'S NON-PROJECT IS THAT UNITS CONTINUE TO EXPERIENCE DIFFICULTY WITH FUEL CONTROL MALFUNCTIONS. IN ADDITION, THE AJA4 FUEL CONTROL IS A CRITICAL SUPPLY ITEM. THE DIFFICULTIES AS STATED IN THE REFERENCED UR'S ARE STILL PREVALENT THROUGHOUT THE COMMAND. FOR EXAMPLE, 8AF NOW HAS 12 FUEL CONTROLS WHICH CANNOT BE WET-TRIMMED PROPERLY AFTER COMPLIANCE WITH T.O. 1C-135(K)A-836. AN INVESTIGATION OF TWO CONTROLS FROM RAMEY AFB SHOWS THAT THE BASIC REASON THAT THE CONTROLS COULD NOT BE WET TRIMMED WAS FAULTY FUEL CONTROLS AND NOT COMPLIANCE WITH DRY-UP TRIM TECHNIQUE. THE DRY-UP TRIM REQUIREMENT ONLY REVEALED THAT THE CONTROLS WERE MALFUNCTIONING. IN VIEW OF THE ABOVE FACTS WE REQUEST THAT YOU MAKE THE ABOVE UR'S REPEATS ON AN ALREADY

ESTABLISHED PROJECT OR THAT A PROJECT BE ESTABLISHED TO DETERMINE AJA4 FUEL CONTROL DIFFICULTIES. THE REFERENCED LETTER ALSO STATED THAT ROUTINE UR'S SHOULD BE REPORTED BY TWX. SUCH ACTION IS INCONSISTENT WITH T.O. 00-35D-54. REQUEST THAT SAAMA TAKE APPROPRIATE ACTION TO AMMEND T.O. 00-35D-54 IF DEEMED NECESSARY. IF SAAMA FINDS THE REACTION TIME UNDER THE PRESENT UR SYSTEM TOO LONG TO GAIN ACCESS TO UR EXHIBITS THEN REQUEST SAAMA SEND A FUEL CONTROL TECHNICIAN TO ONE OF THE FOLLOWING BASES TO INVESTIGATE CURRENT FUEL CONTROL PROBLEMS: (1) GRIFFIS AFB N.Y.; (2) LORING AFB ME.; (3) WESTOVER AFB MASS.

BT

02/2116Z DE RJWXBR

NNNN

☒ ART. [illegible]ER WRITTEN

SECTION 78

EXHAUST

ART ORDER NUMBER	SECTION 78 EXHAUST	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BCAC-436	AII-437 D6-2762
78-1	Jet Exhaust Velocity	☒	☒	☒	☒	☒		☒	☒	☒	☒	☒	☒	☒	☒
78-2	Jet Exhaust Temperature	☒	☒	☒	☒	☒		☒	☒	☒	☒	☒	☒	☒	☒
78-3	Typical Operating Velocities	☒	☒	☒	☒	☒		☒	☒	☒	☒	☒	☒	☒	☒
78-4	Typical Operating Temperature	☒	☒	☒	☒	☒		☒	☒	☒	☒	☒	☒	☒	☒
78-5	Reverse Thrust and Noise Suppresser	☒													
78-6	Engine Exhaust Temperature Indicating System	☒													

☒ ART[illegible]ER WRITTEN

A.T.T. ORDER NUMBER	SECTION 76 ENGINE CONTROLS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
76-1	Engine Throttle Controls	A													
76-2	Engine Tachometer	☒													
76-3	Engine Control Cables	P? ☒													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 75 AIR	PAA-121 D6-[illegible]	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	JAL-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
75-1	Engine Air Distribution - Left Side	C													
75-2	Engine Air Distribution - Right Side	B	B	B	B	B	B	B	B	B	B	B	B	B	B
75-3	Surge Bleed Control	A													
75-4	Surge Bleed Governor	☒													
75-5	Thrust and Start Levers [illegible] 76-	☒							X						
75-6	Engine Compressor Bleed System	X ☒													

☒ ART ORDER WRITTEN

A.O. ORDER NUMBER	SECTION 74 IGNITION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	UEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
74-1	Engine Ignition Diagram	A													
74-2	Engine Ignition	A													
74-3	Engine Ignition System Installation	X													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 13 (cont.) [illegible]	PAA-121 D6-1045	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	JEA-138 D6-2763	CUB-139	BRF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAG-436	AII-437 D6-2762
7-12	Engine Driven Fuel Pump	☒													

☒ AR' R WRITTEN

ART ORDER NUMBER	SECTION 72 ENGINE	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
72-1	Engine Internal Arrangement	☒	BRO											☒	
72-2	Engine Bearing and Accessory Drive Schematic	☒													
72-3	Combustion Chamber Details	☒													

☒ ART OR. WRITTEN

ART ORDER NUMBER	SECTION 71 POWER PLANT - GENERAL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
71-1	Power Plant Installation	B B	360											☒	
71-2	Engine Installation Equipment	☒ X	☒	☒	☒	☒		☒					☒ P.U	☒	☒
71-3	Engine Mount Details	A \													
71-4	Engine Load Diagram	☒													
71-5	Overall Dimensions - JT3C-4 Engine	☒	A	☒	☒	☒	P.U	☒	☒	☒	☒	☒	☒	☒	☒
71-6	Engine Cowling	P.U ☒ X													
71-7	Engine Nose Cowl and Tab Assembly	P.U C C													
71-8	Engine Load, Strut Structure and Access Diagram	A A													
71-9	Engine Front View	P.U ☒ X													
71-10	Engine Left Side View	P.U ☒ X													
71-11	Engine Rear View	P.U ☒ X													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 57 WINGS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
57-1	Wing Centerline Diagram	☒ X													
57-2	Wing Center Section Assembly	☒ X													

☒ ART (WHITTEN

ART ORDER NUMBER	SECTION 56 WINDOWS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
56-1	Passenger Cabin Window Assembly	$\boxed{A}$ A													
56-2	Passenger Cabin Window	☒													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 52 Cont. DOORS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
52-12	Emergency Escape Hatch	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-13	Emergency Escape Hatch Removal	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 51 STRUCTURES - GENERAL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
51-1	Sectional Breakdown	C B	BRO											X	

☒ ART [illegible] WRITTEN

ART ORDER NUMBER	SECTION 38 WATE: AND WASTE	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
38-1	(Typical) Cabin Water Systems	C C	A A+		X										
38-2	Forward Water System [illegible]	X	X												
38-3	Aft Water System [illegible]	X	X												
38-4	Toilet System	X													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 34 (cont.) NAVIGATION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BWF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
34-12	Bendix Flight Director System -4	☐	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
34-13	Bendix Flight Director System -5	☐	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
34-14	Bendix Flight Director System -6	☐	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
34-15	Bendix Flight Director System -7	☐	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
34-16	Integrated Instrument System Indicators (Sperry)	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
34-17	Kollsman KS 86	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
34-18	Captains' Integrated Instrument System	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
34-19	Captain's Air Data System (Kollsman)	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
34-20	Continental Compass Block Diagram	☐	☒ X	☐	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART ORDER WRITTEN ...

ART ORDER NUMBER	SECTION 34 NAVIGATION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	SEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
34-1	Electronic Equipment Locations	A A	P.R.O											X	
34-2	Navigation Equipment Locations Section 41	X													
34-3	Electronic Frequency Spectrum	X													
34-4	Electronic Flight Profile	X													
34-5	VHF Omnirange System Diagram	X													
34-6	Localizer System Block Diagram	X CANCEL													
34-7	Glide Path System Block Diagram	X													
34-8	ATC Radar Beacon Operation Block Diagram	X X													
34-9	Bendix Flight Director System -1		X	X	X	X	X	X	X	X	X	X	X	X	X
34-10	Bendix Flight Director System -2		X	X	X	X	X	X	X	X	X	X	X	X	X
34-11	Bendix Flight Director System -3		X	X	X	X	X	X	X	X	X	X	X	X	X

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 33 LIGHTS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2752
33-1	Retractable Landing Light	☒													
33-2	Exterior Lights Location	A													
33-3	Emergency Exit Light	☒													
33-4	Fixed Landing and Runway Turn-Off Lights	☒													
33-5	Light Location Diagram - Main Cabin	☒	☒												
33-6	Exit and Emergency Exit Light Circuit	☒													
33-7	Miscellaneous Internal Lighting	☒													
33-8	Lower Nose Compartment and Wheel Well Light Circuit	☒													
33-9	Aft Cargo Compartment Lighting	☒													
33-10	FWD Cargo Compartment Lighting	☒													

☒ ART C[illegible] WRITTEN

ART ORDER NUMBER	SECTION 32 (cont.) LANDING GEAR	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
32-45	Main Gear Down Lock Installation	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-46	MAIN GEAR DOOR SAFETY VALVE	☒	☒	☒	☒	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐
32-47	LANDING GEAR DOOR WARNING LIGHT CIRCUIT	☒	☒	☒	☒	☒	☒	☒	☐	☐	☐	☐	☐	☐	☐
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☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 32 (cont.) LANDING GEAR	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
32-34	Nose Wheel Steering Mechanism (Animated)														
32-35	Brake Hydraulic System	D			☒ X										
32-36	Brake Metering Valve Schematic	☒	☒												
32-37	Brake Cable Control System	☒ X													
32-38	Anti-Skid Detector Schematic	☒ X													
32-39	Anti-Skid System	☒ X													
32-40	Main Landing Gear Actuator (Animated)														
32-41	Nose Wheel Steering and Follow-Up Control System (Animated)														
32-42	Steering Hydraulic System Schematic	☒													
32-43	Anti-Skid Circuit (Animated)														
32-44	Landing Gear Control Cable System	☒													

☒ ART ● WRITTEN

ART ORDER NUMBER	SECTION 32 Cont. LANDING GEAR	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QBA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
32-23	Nose Gear Lock	PU A A	121 A	121 A	121 A	121 A	121 A	121 A							
32-24	Nose Wheel Well Door Actuator and Linkage Installation	PU ☒ X	121	121	121	121	121	121							
32-25	Landing Gear Control System	PU B B													
32-26	Landing Gear Control Handle Lock Circuit	PU ☒ X	121	121	121	121	121	121							
32-27	Landing Gear Position Indicating Circuit	PU A A	121 A	121 A	121 A	121 A	121 A	121 A							
32-28	Main Gear Emergency Extension System	PU ☒ X	121	121	121	121	121	121							
32-29	Nose Gear Emergency Extension System	PU ☒ X	121	121	121	121	121	121	121	121	121	121	121	121	121
32-30	Nose Wheel Steering Hydraulic System	PU A A													
32-31	Nose Wheel Steering Control System	PU ☒ X													
32-32	Steering Metering Valve	PU ☒ X	121	121	121	121	121	121	121	121	121	121	121	121	121
32-33	Nose Wheel Steering Follow-up Details	PU ☒ X	121	121	121	121	121	121							

REV 10-31-57

☒ ART OR WRITTEN

ART ORDER NUMBER	SECTION 32 Cont. LANDING GEAR	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
32-12	Main Gear Truck Snubber	X													
32-13	Main Gear Truck Centering Cylinder	C B													
32-14	Main Landing Gear Actuator Schematic	A A													
32-15	Brake Equalizer Mechanism	X													
32-16	Main Landing Gear Door Actuating Mechanism	A													
32-17	Main Landing Gear Wheel Well Door Mechanism	X													
32-18	Nose Gear	D				X									
32-19	Nose Gear Structure	B													
32-20	Nose Gear Ground Lock Installation	X													
32-21	Nose Gear Mechanism (Animated)														
32-22	Nose Gear Shock Absorbing Strut	X													

☒ ART O. WRITTEN

ART ORDER NUMBER	SECTION 32 LANDING GEAR	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
32-1	Nose Gear Retracted Schematic	☒ X													
32-2	Nose Gear Extended Schematic	A													
32-3	Nose Gear Operating Sequence	A													
32-4	Main Landing Gear Retracted Schematic	☒													
32-5	Main Landing Gear Extended Schematic	☒													
32-6	Main Landing Gear Operating Sequence	A													
32-7	Landing Gear Mechanisms (Animated)														
32-8	Main Landing Gear	A A	Bro												
32-9	Main Landing Gear Structures	☒ X													
32-10	Main Landing Gear Location Diagram	A A													
32-11	Main Landing Gear Lock	A A													

☒ ART OR WRITTEN

ART ORDER NUMBER	SECTION 31 Cont. INSTRUMENTS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
31-12	Attendant's Panel - Forward	☒ X													
31-13	Navigation Station Panel	☒ X													
31-14	Forward Electronic Control Panel	☒ X													
31-15	Aft Electronic Control Panel	☒ X													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 31 INSTRUMENTS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	EA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
31-1	Main Instrument Panel CANCELLED	☒ CANCEL													
31-2	Pilot's and Copilot's Overhead Panel	☒	☒												
31-3	Control Stand CANCELLED	☒													
31-4	Flight Engineer's Instrument Panel - ~~Lower~~ Upper	B B													
31-5	Flight Engineer's Instrument Panel - ~~Upper~~ LOWER	B P													
31-6	Captain's Integrated Instrument System CANCELLED	☒ X													
31-7	Pilot's Instrument Panel - Left	☒ /	☒												
31-8	Pilot's Instrument Panel - Center	A A	☒												
31-9	Pilot's Instrument Panel - Right	A A	☒												
31-10	[illegible] Block Diagram CANCELLED					☒ X									
31-11	Attendant's Panel- Aft	☒ X													

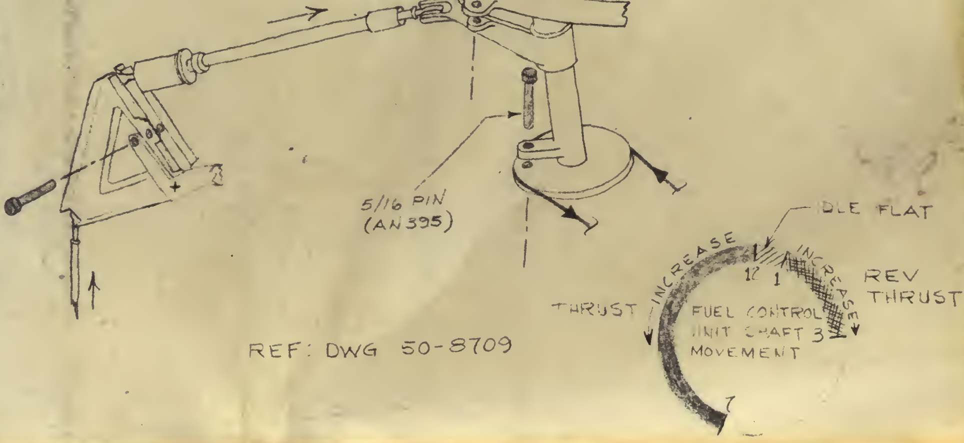
☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 30 ICE AND RAIN PROTECTION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
30-1	Ice Elimination	A X	ORO												
30-2	Empennage Anti-Icing System	A A	☒												
30-3	Empennage De-Icing System	A A	☒												
30-4	Wing Anti-Icing System and Equipment Location	B B													
30-5	Wing Anti-Icing Control System	B	☒												
30-6	Ice Detector Control System	☒ CANCEL													
30-7	Ice Detector	☒													
30-8	Ice Detector Control	☒ X													
30-9	Ice and Rain Protection Equipment Location - Control Cabin	☒													
30-10	Nose Dome and Cowl Anti-Icing System	☒ X													
30-11	Windshield Heat Controller-Schematic Diagram	☒ X													

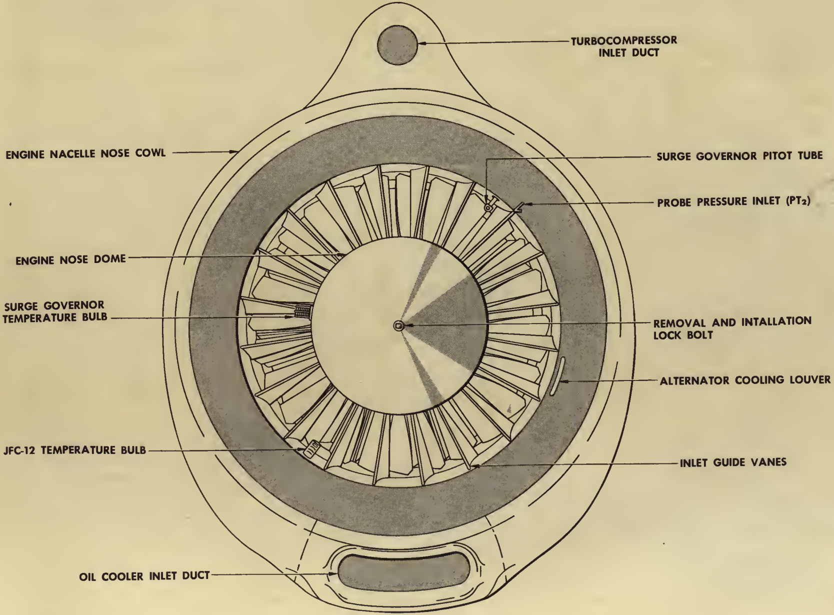
CABLE TRAVEL			
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

RIGGING LOAD = 40 ± 5 LB. AT 70°F

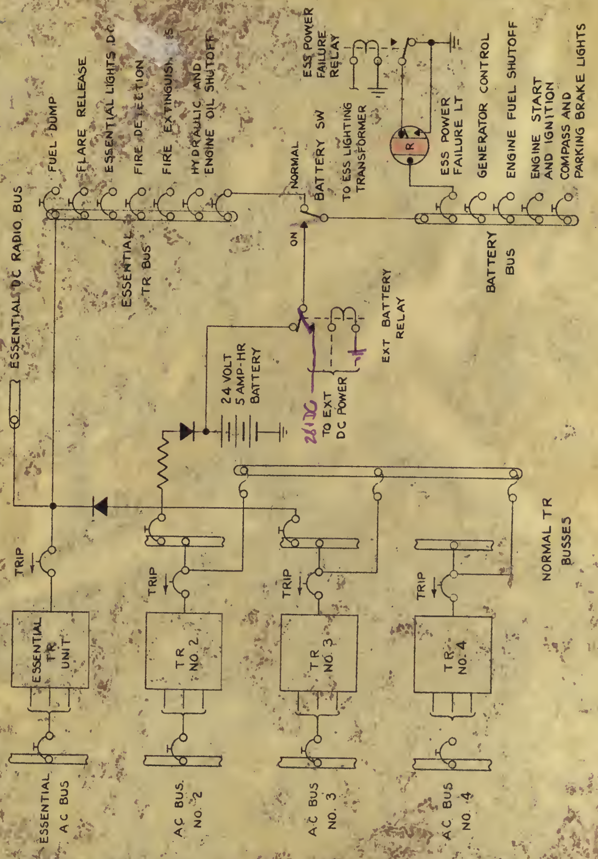
RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF



REF: DWG 50-8709



ENGINE—FRONT VIEW



121-24-8 Rev C?

CALC	BEG	7/18/57	REVISED	DATE
CHECK				
APR				
APR				

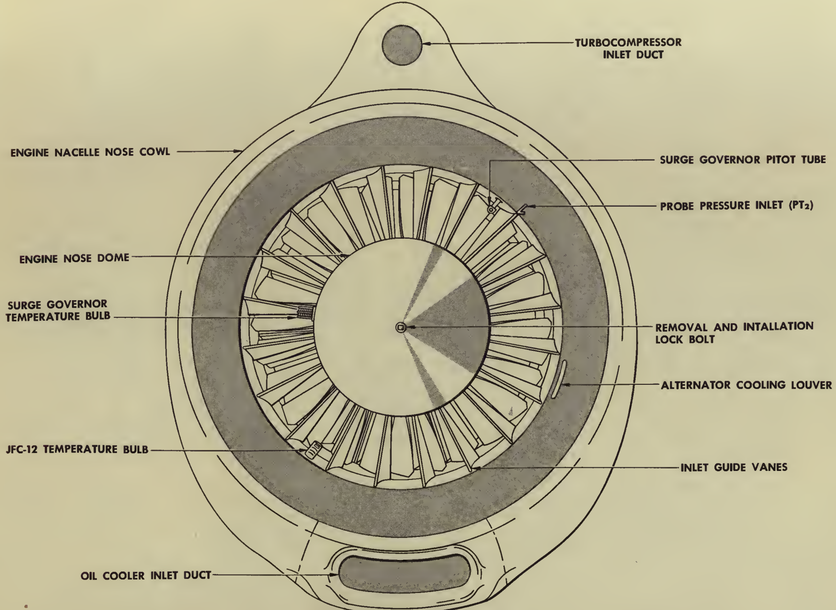
DC POWER SYSTEM

BOEING AIRPLANE COMPANY
SEATTLE 24, WASHINGTON

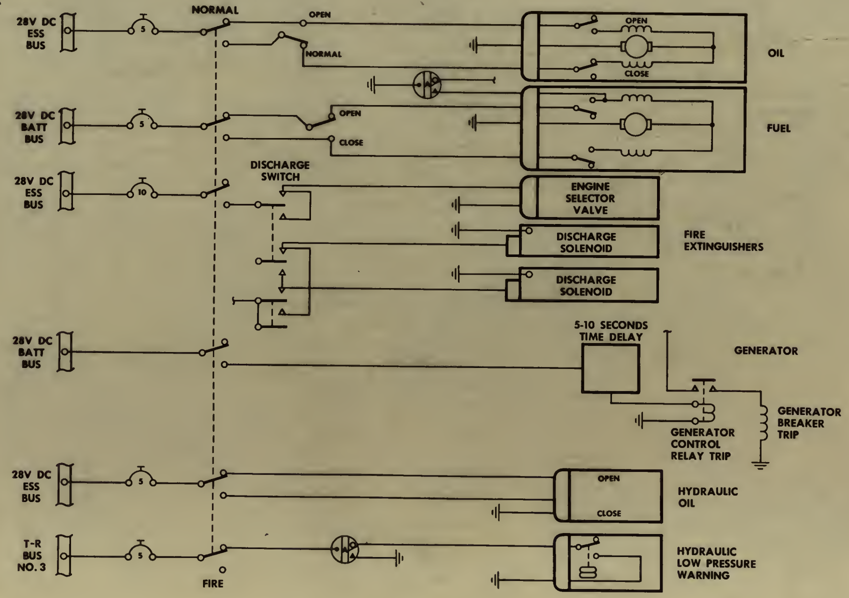
PAGE

BAC 1017-R4

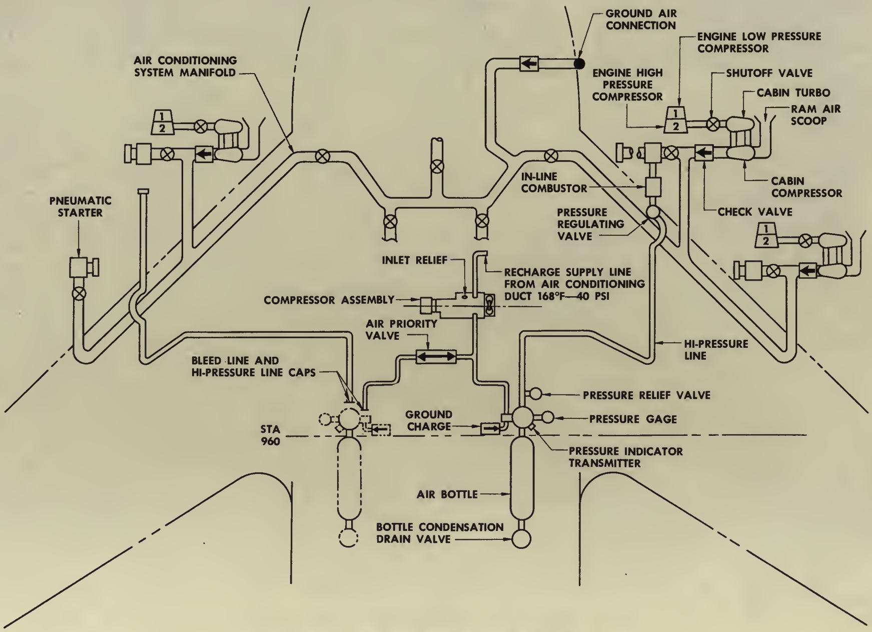
3-7000



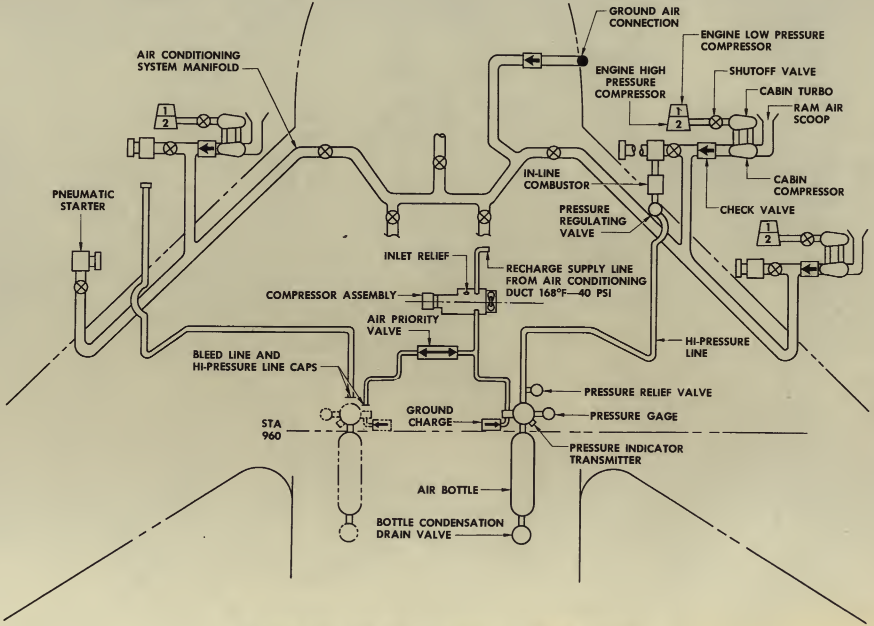
ENGINE—FRONT VIEW



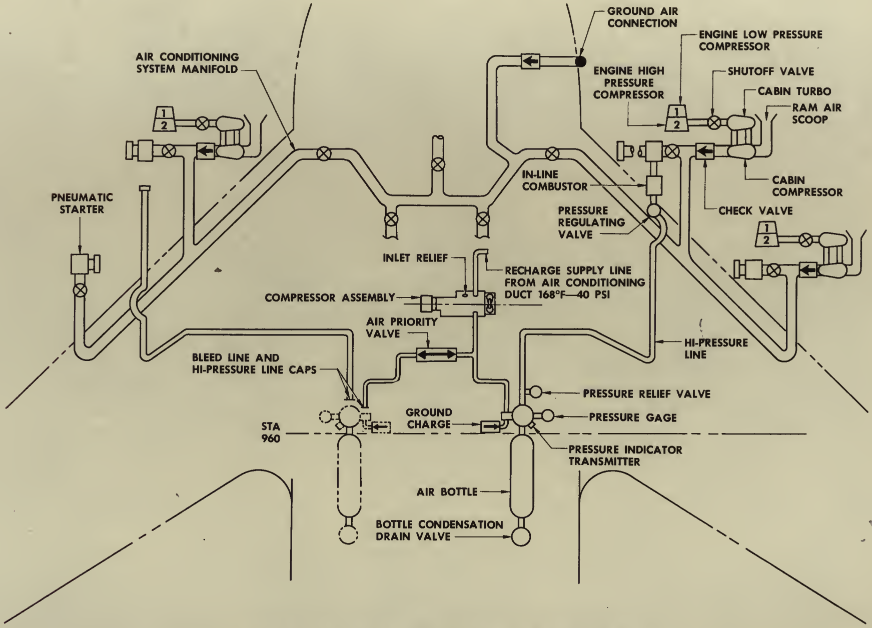
ENGINE FIRE SWITCH SCHEMATIC



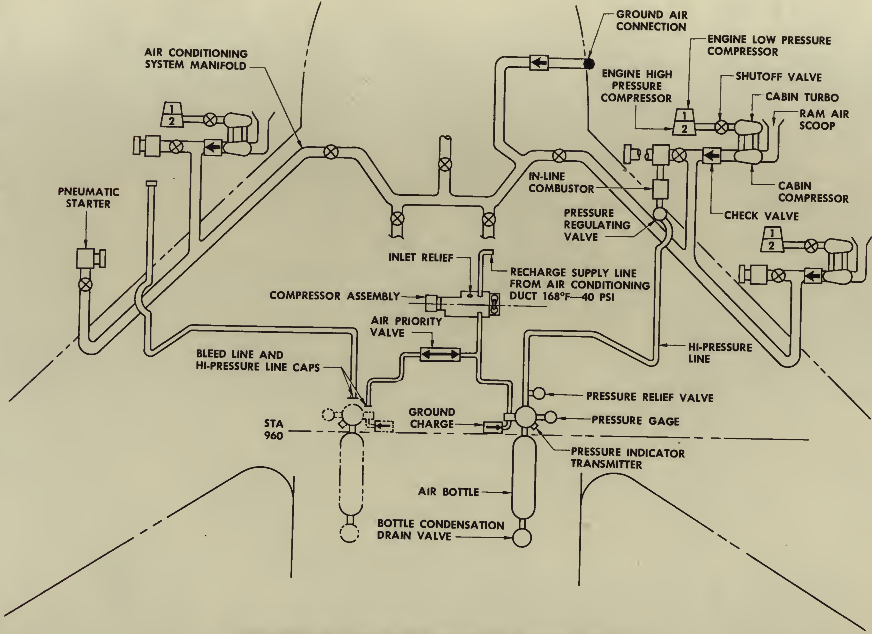
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



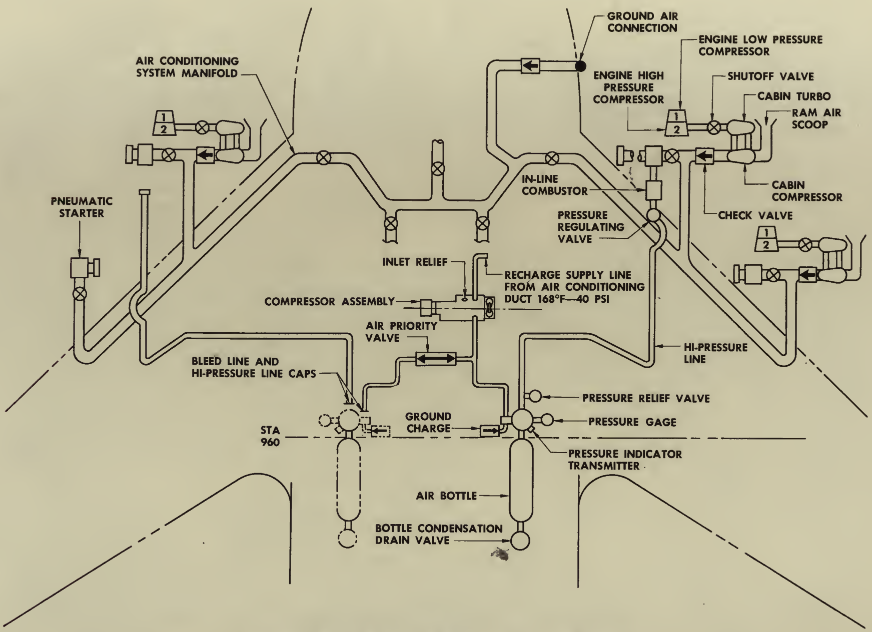
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



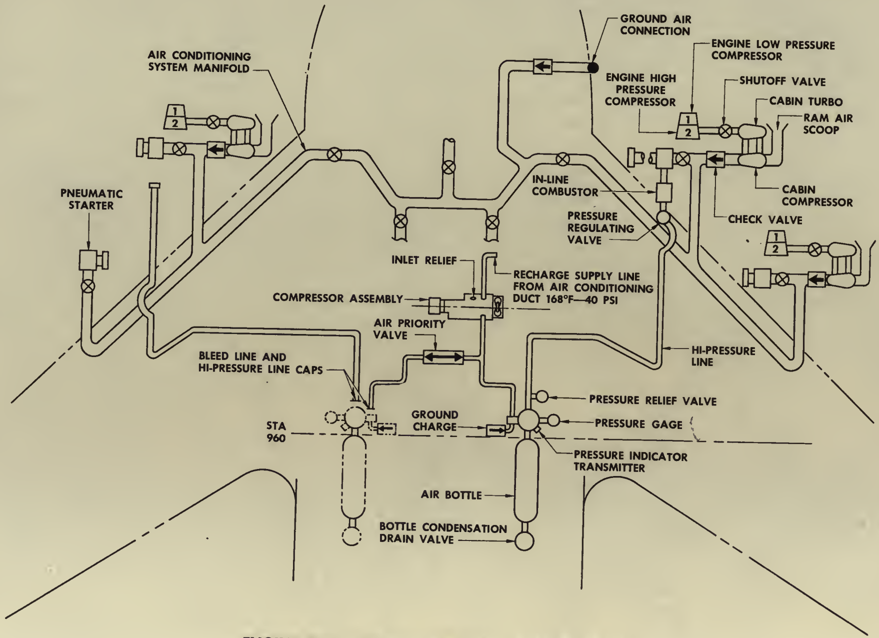
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



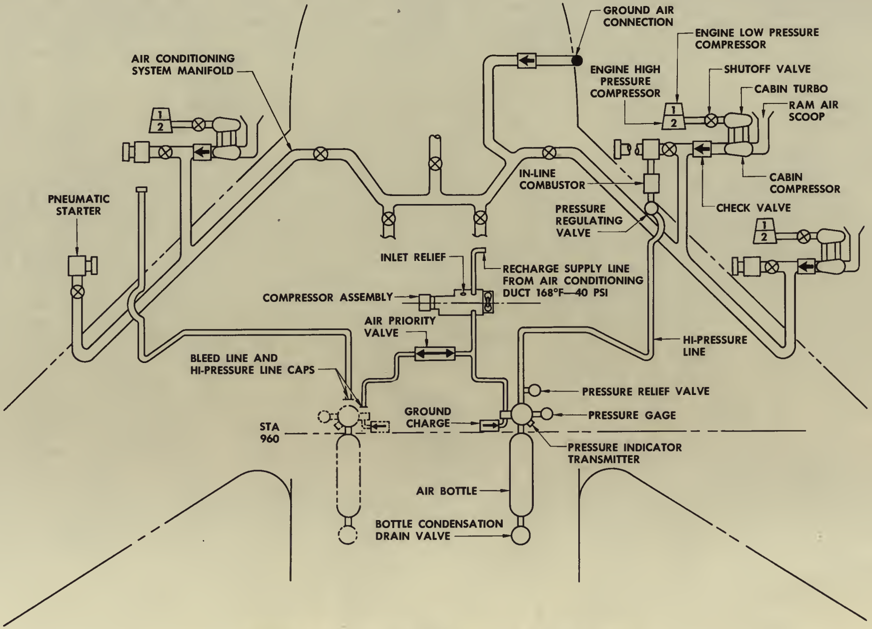
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



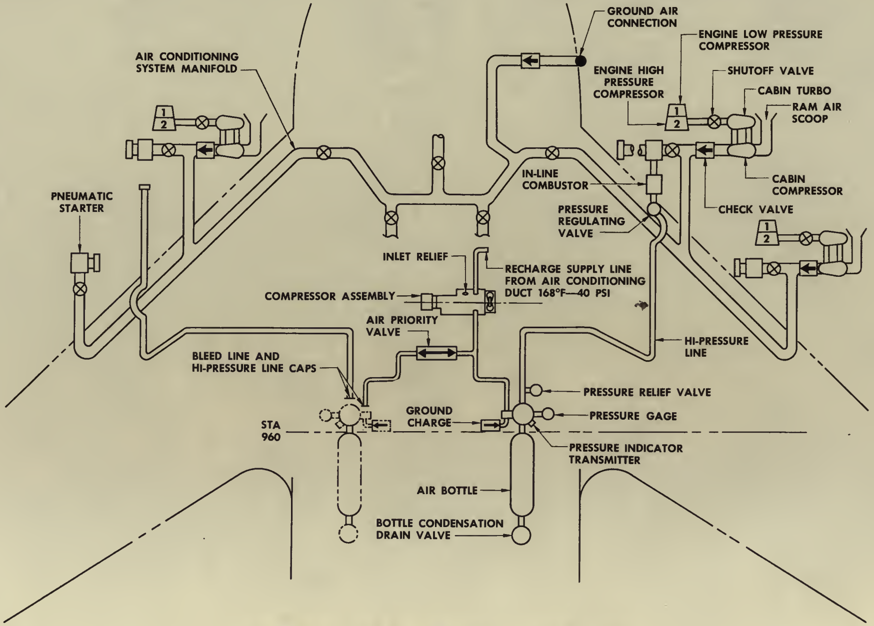
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



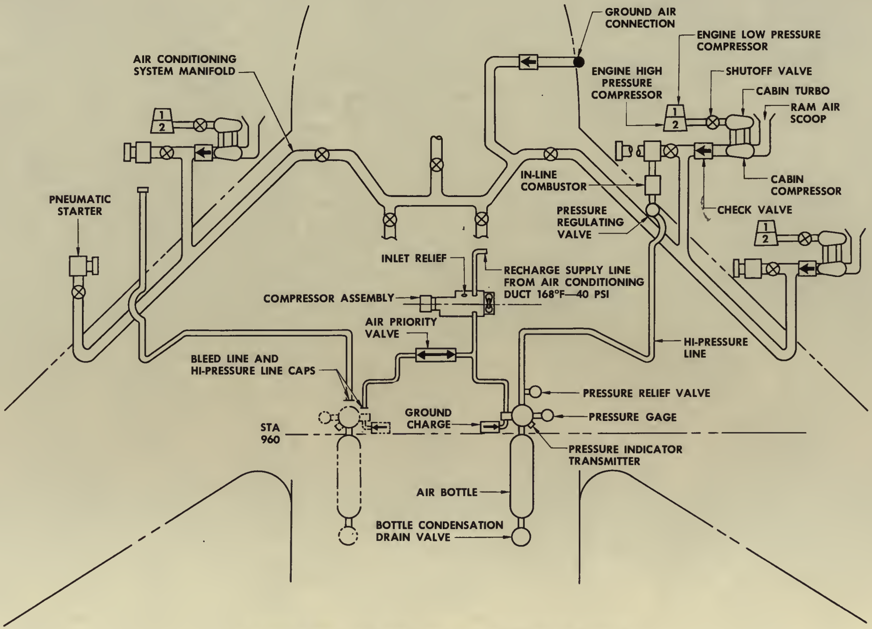
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



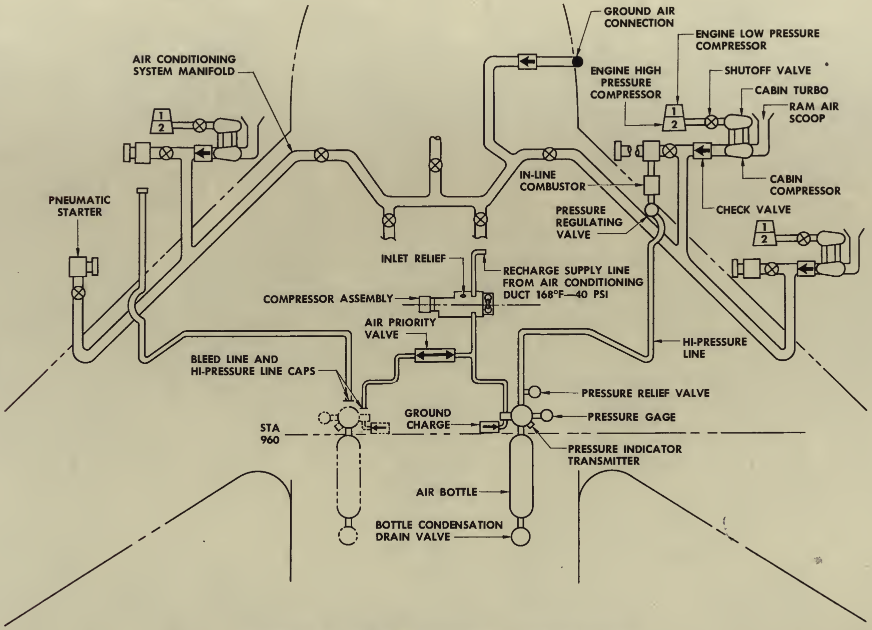
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



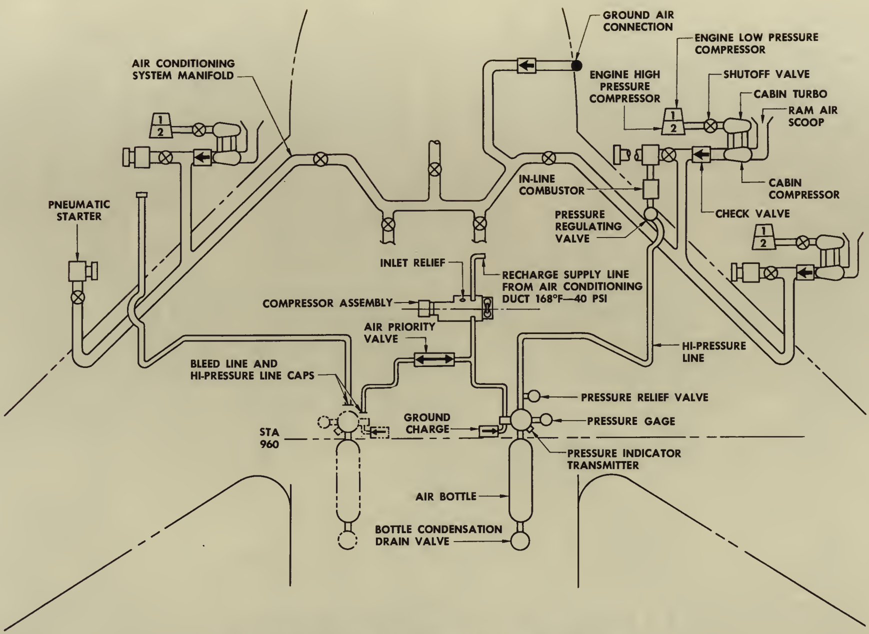
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



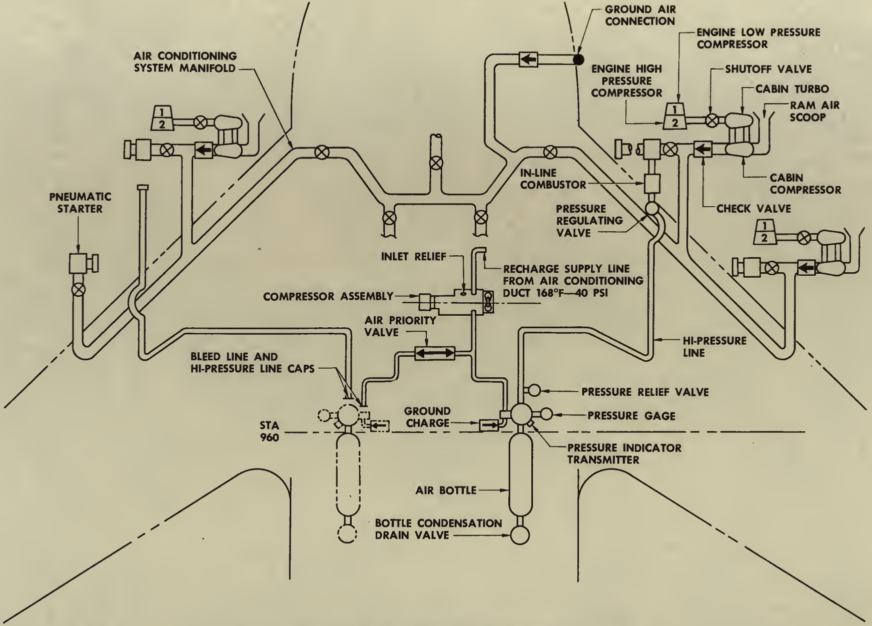
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



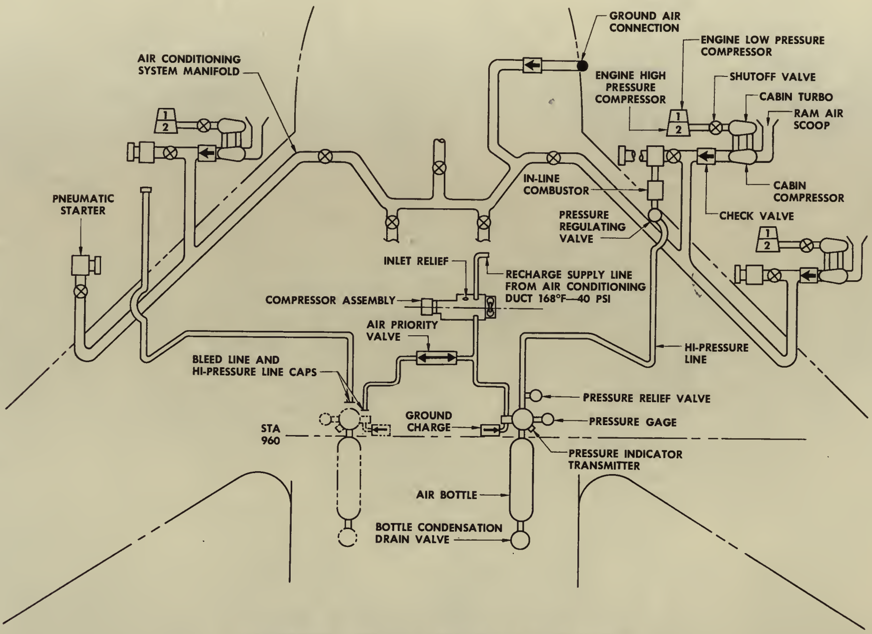
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



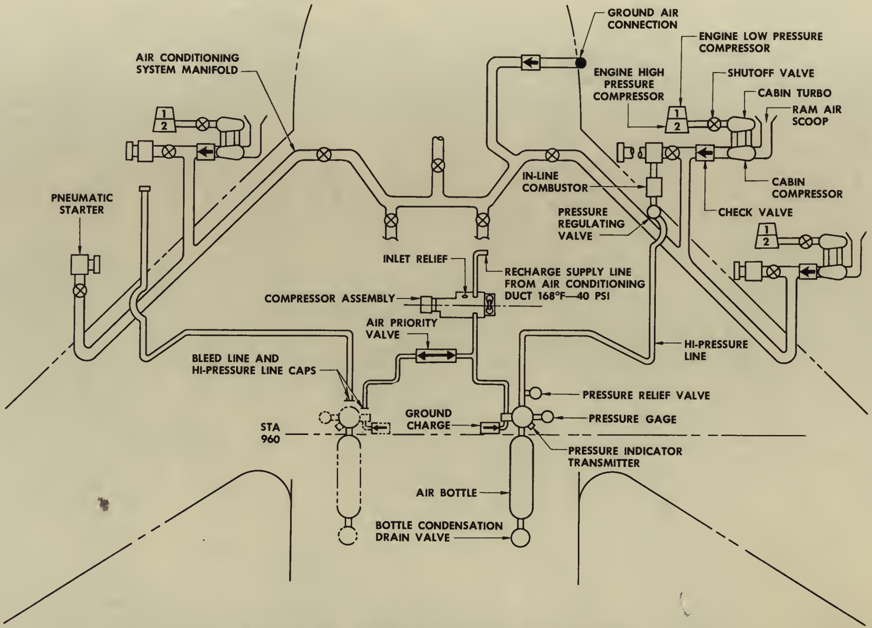
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



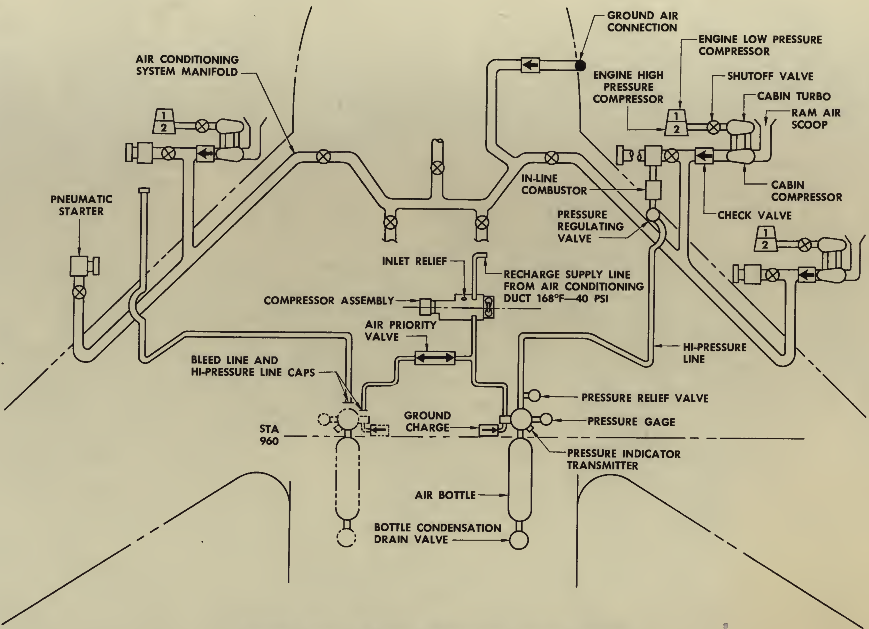
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



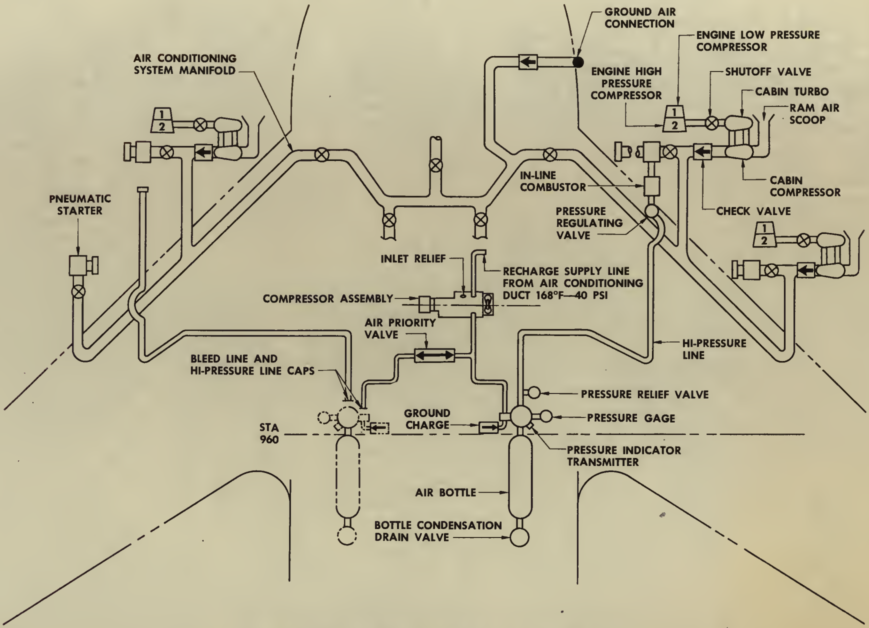
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM

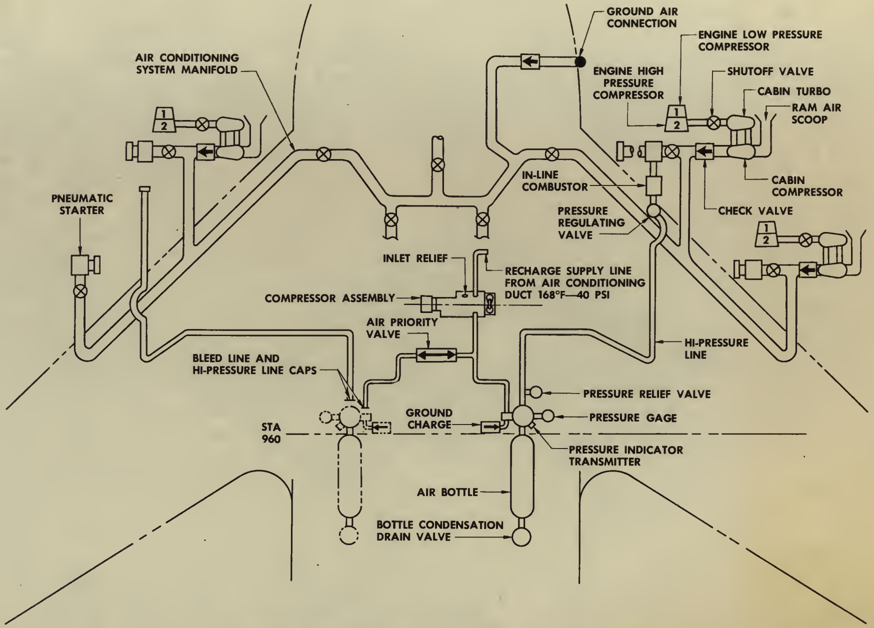


ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM

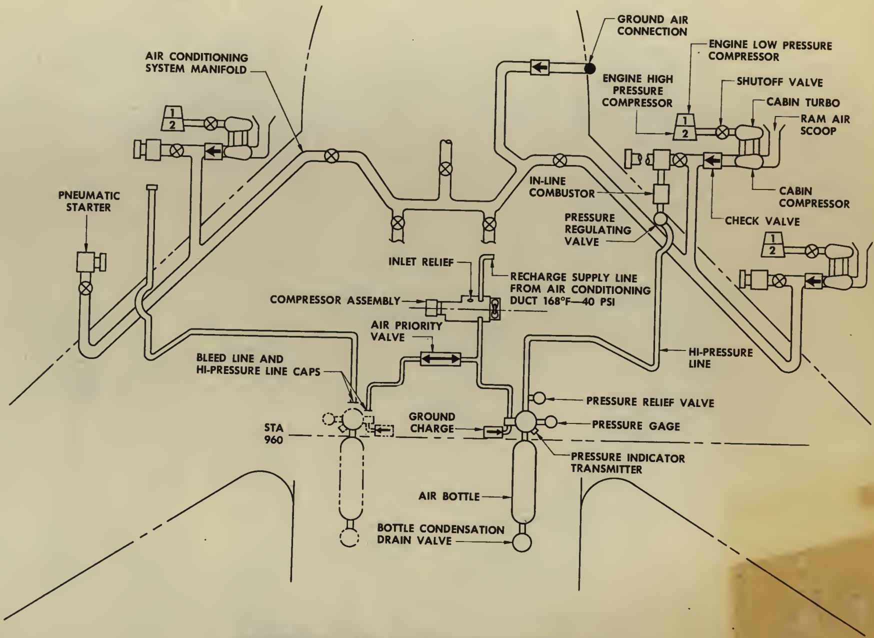


ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM

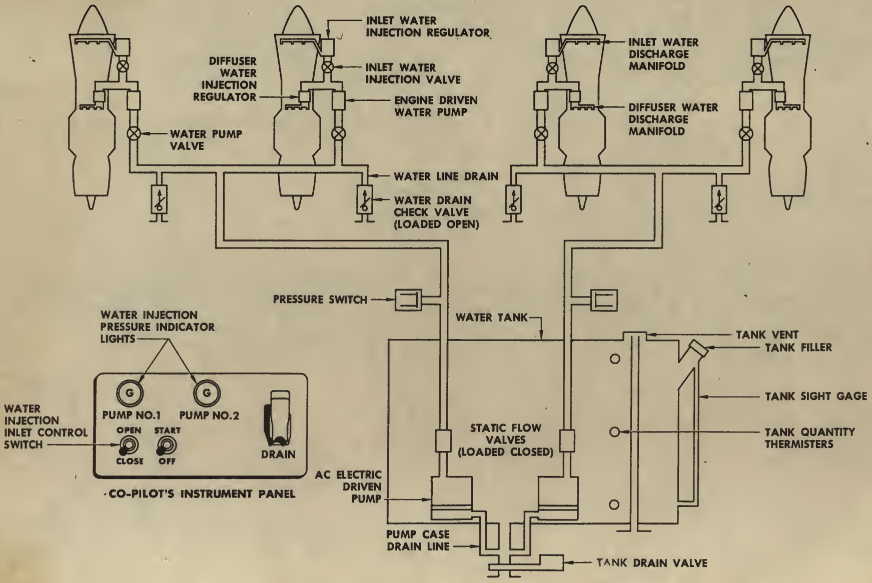
121-80-1 B



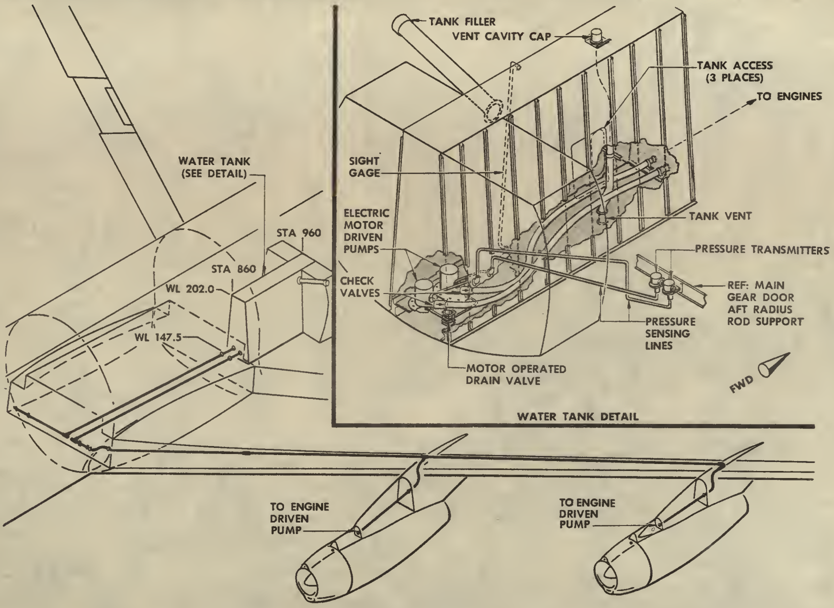
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



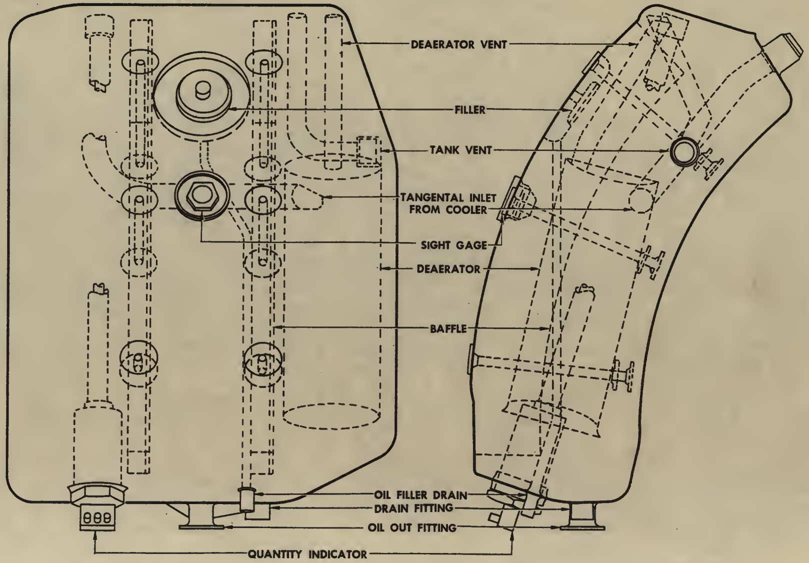
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



WATER INJECTION CONTROL SYSTEM SCHEMATIC

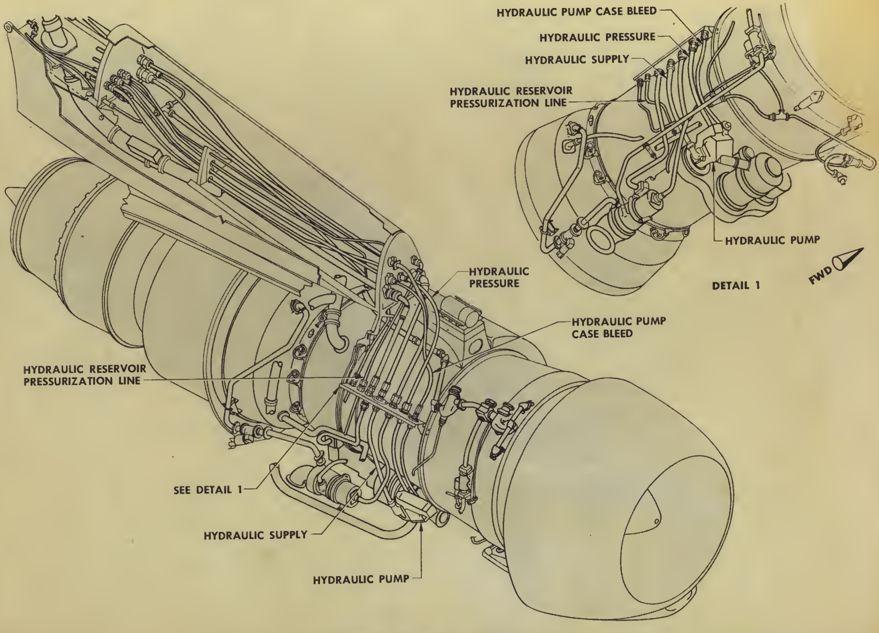


JT3C-6 ENGINE WATER INJECTION SYSTEM

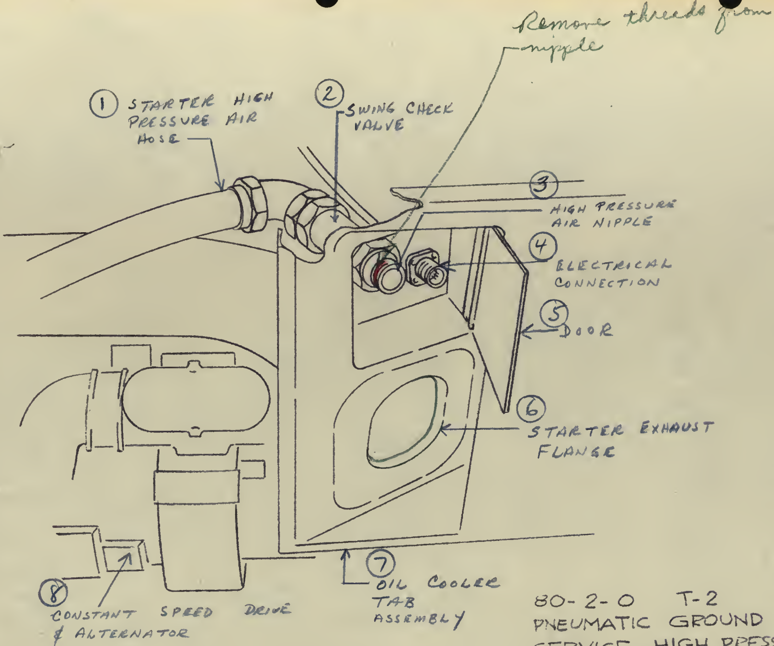


ENGINE OIL TANK

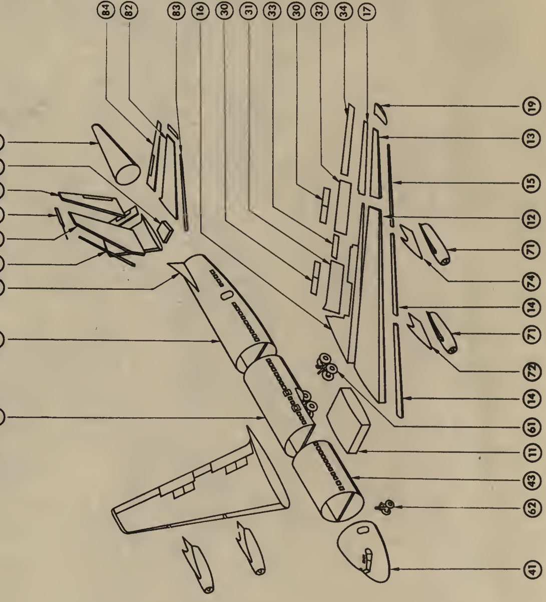
28-1



NACELLE HYDRAULIC INSTALLATION



80-2-0 T-2
PNEUMATIC GROUND SERVICE HIGH PRESSURE AIR & ELECTRICAL CONN.
1-28-58 G. LEAKE

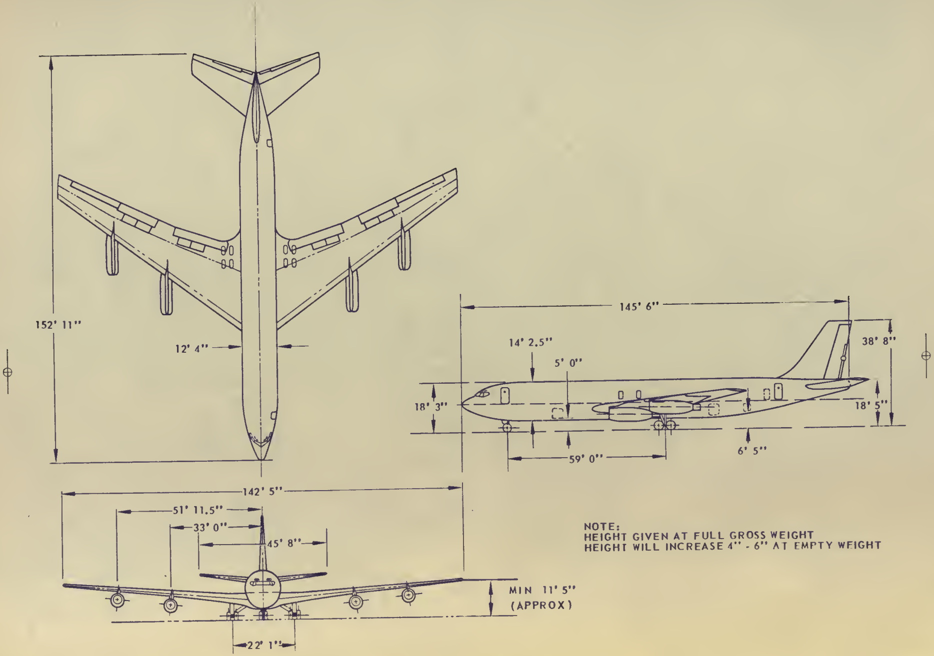


STRUCTURE ASSEMBLY

SECTION

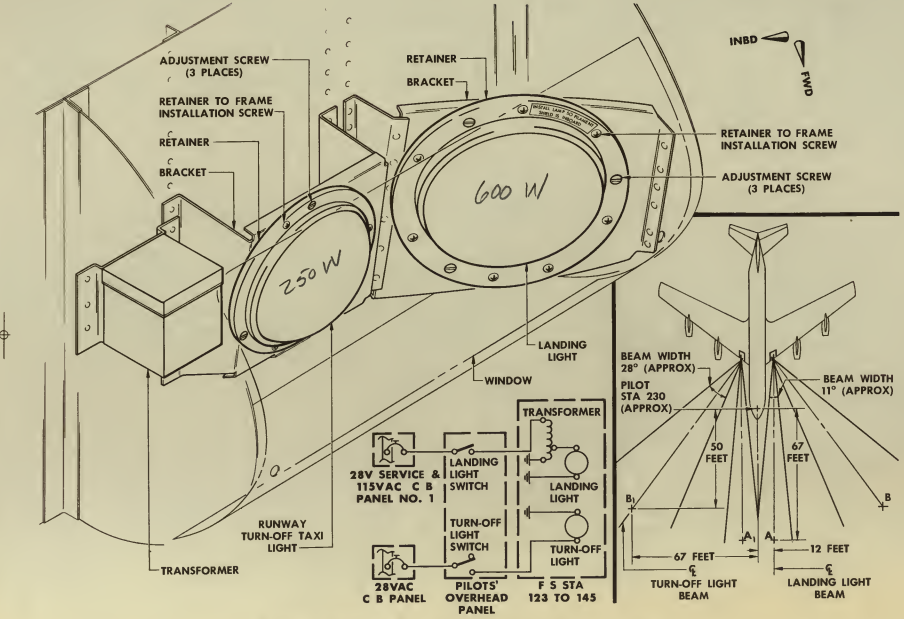
11—STUB
12—INBOARD WING
13—OUTBOARD WING
14—INBOARD WING—LEADING EDGE
15—OUTBOARD WING—LEADING EDGE
16—INBOARD WING—TRAILING EDGE
17—OUTBOARD WING—TRAILING EDGE
19—WING TIP
30—SPOILERS
31—INBOARD FLAPS
32—OUTBOARD FLAPS
33—INBOARD AILERON
34—OUTBOARD AILERON
41—FIRST BODY SECTION
43—FWD—SECOND BODY SECTION
43—AFT—THIRD BODY SECTION
46—FOURTH BODY SECTION
48—FIFTH BODY SECTION
61—MAIN LANDING GEAR
62—NOSE LANDING GEAR
71—POWER PACKS
72—INBOARD STRUT
74—OUTBOARD STRUT
81—TORQUE BOX
82—HORIZONTAL STABILIZER
83—HORIZONTAL STABILIZER—LEADING EDGE
84—ELEVATORS
85—DORSAL FIN
86—VERTICAL FIN
87—VERTICAL FIN—LEADING EDGE
88—RUDDER
89—VERTICAL FIN—TIP

Sectional Breakdown
Figure 1

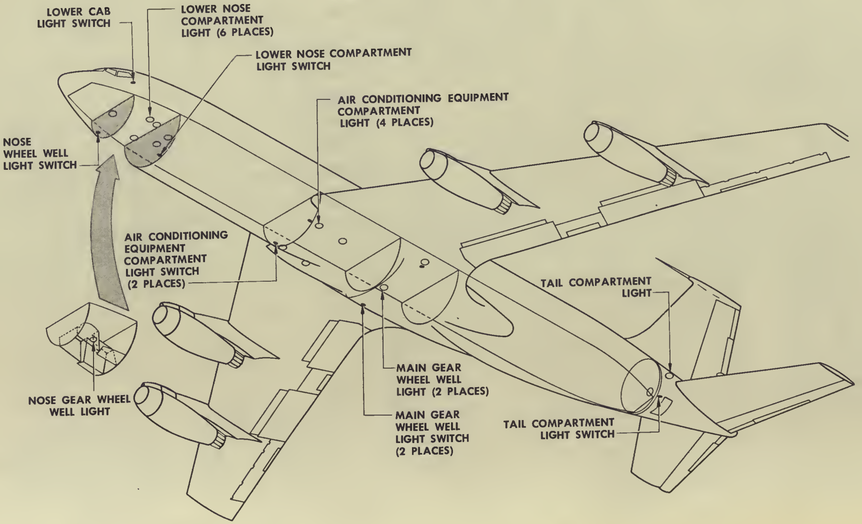


NOTE:
HEIGHT GIVEN AT FULL GROSS WEIGHT
HEIGHT WILL INCREASE 4" - 6" AT EMPTY WEIGHT

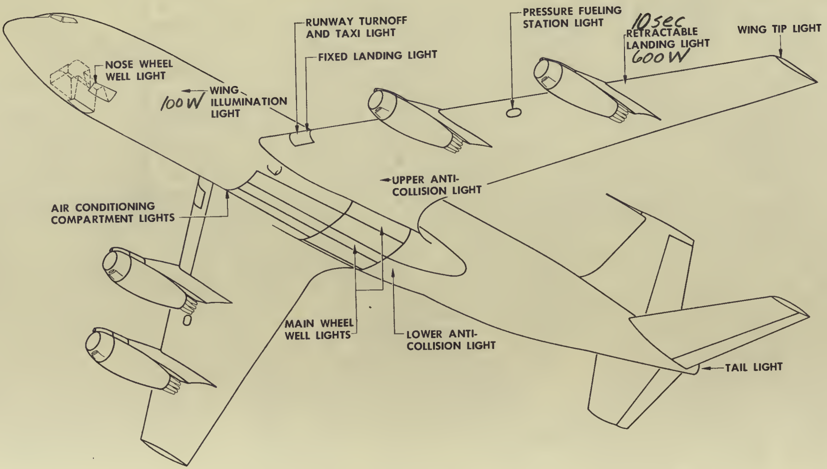
PRINCIPAL DIMENSIONS



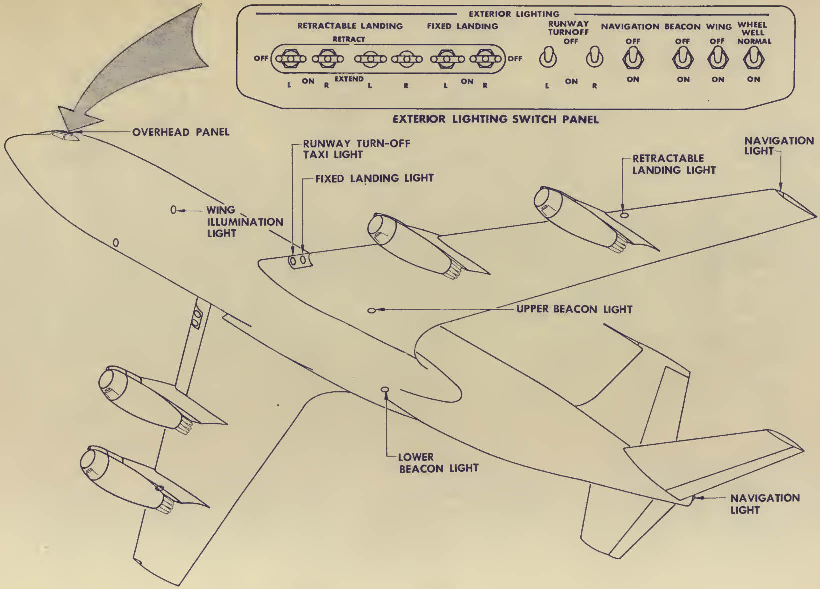
FIXED LANDING AND RUNWAY TURN-OFF TAXI LIGHTS



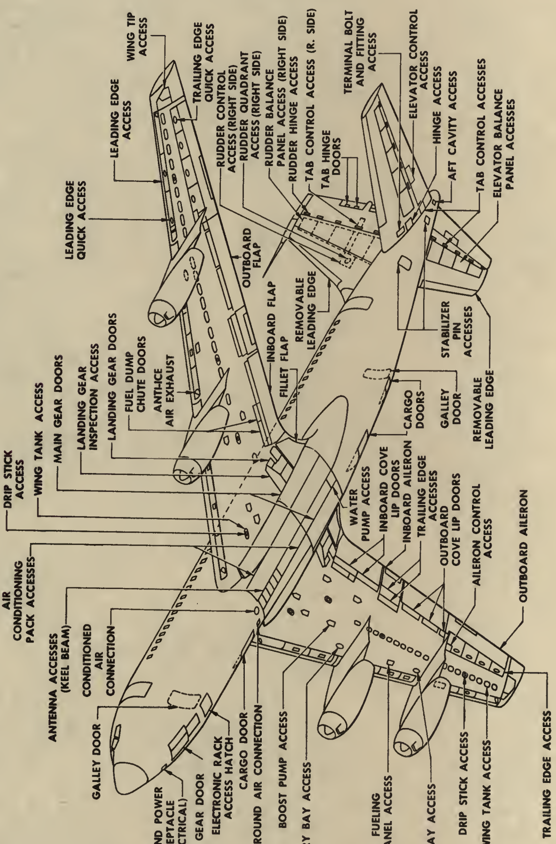
MISCELLANEOUS INTERNAL LIGHTING



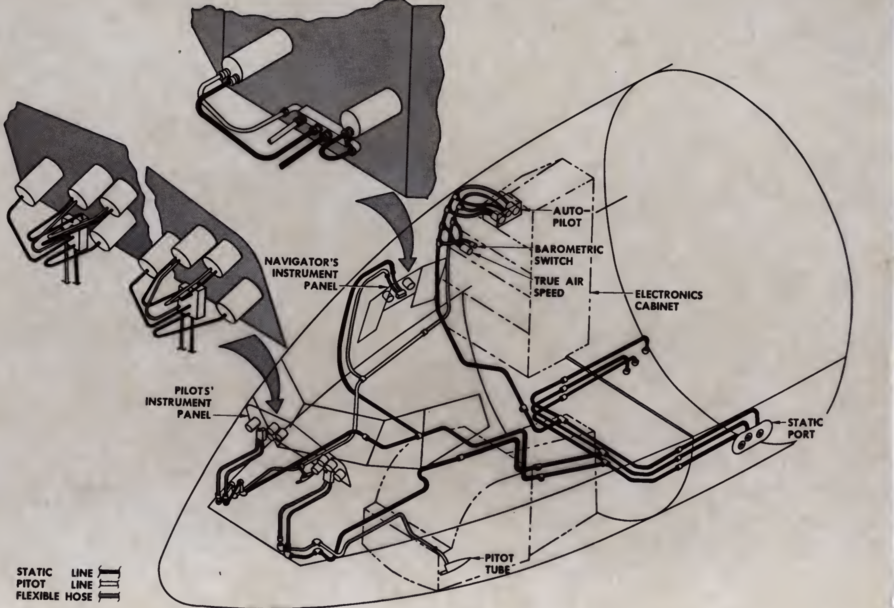
EXTERIOR LIGHTS LOCATION



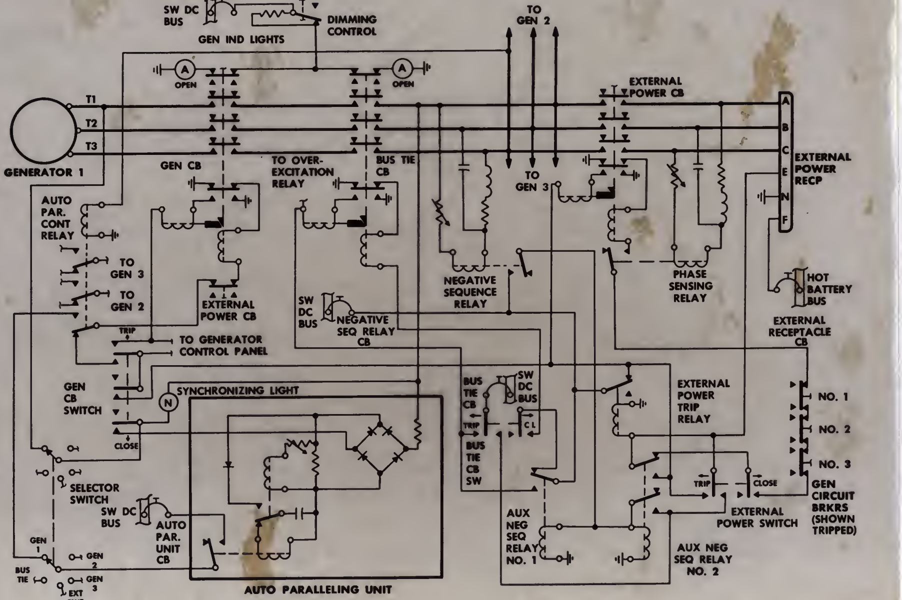
EXTERIOR LIGHTING



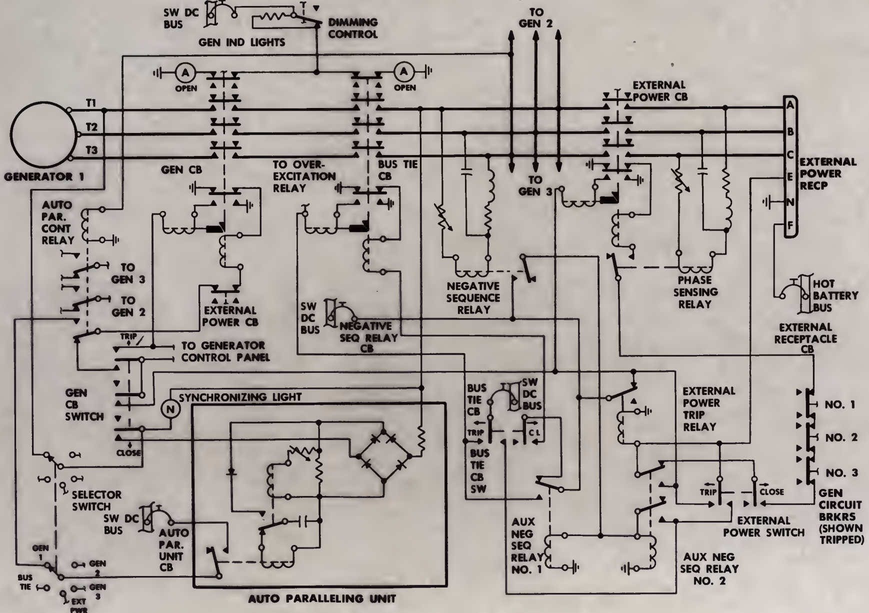
Access Doors and Inspection Openings - Bottom View
Figure 201



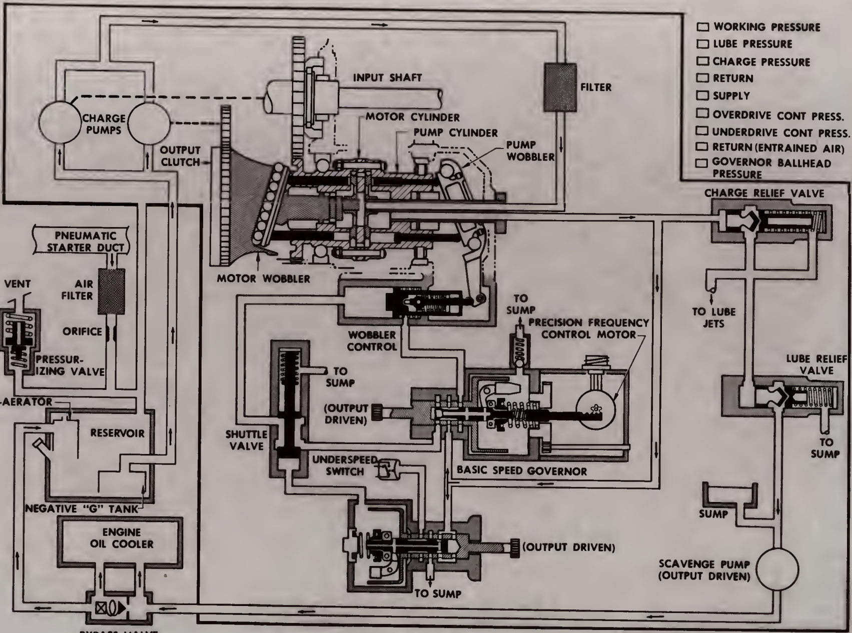
PITOT STATIC SYSTEM LOCATION



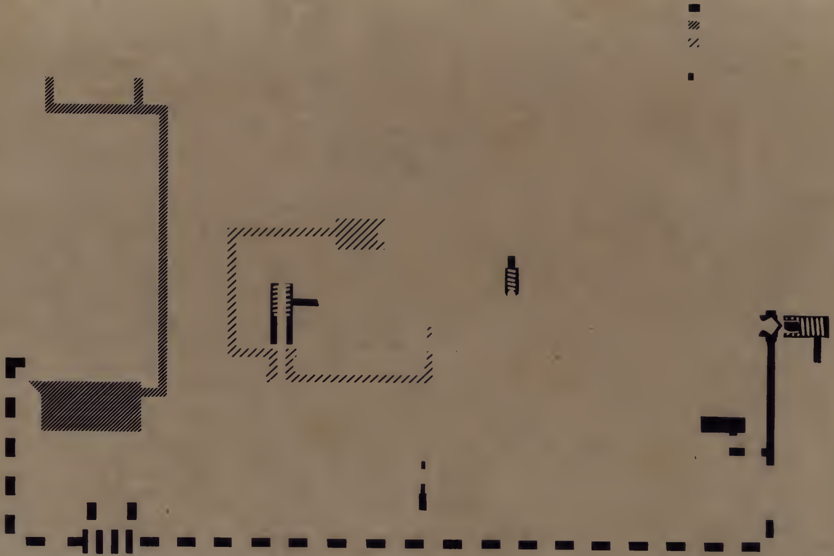
GENERATOR PARALLELING CIRCUIT

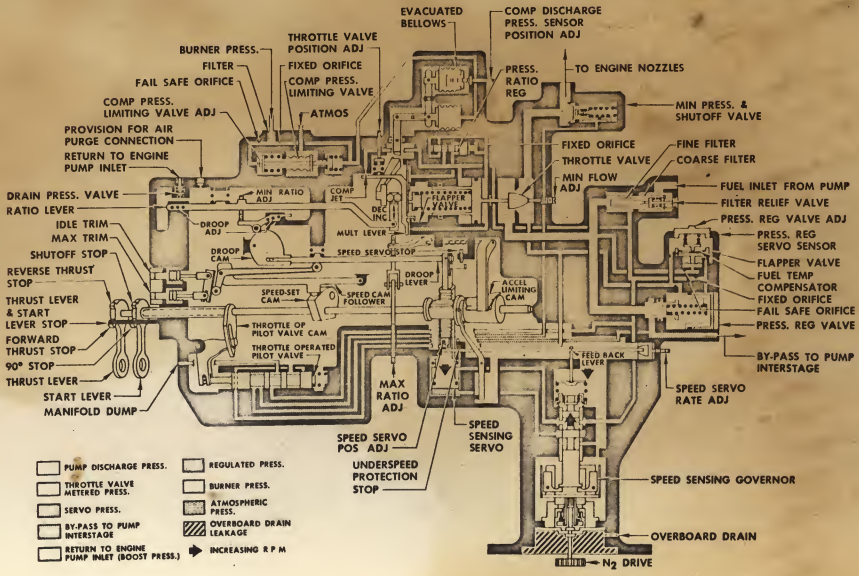


GENERATOR PARALLELING CIRCUIT



GENERATOR DRIVE SCHEMATIC





FUEL CONTROL UNIT

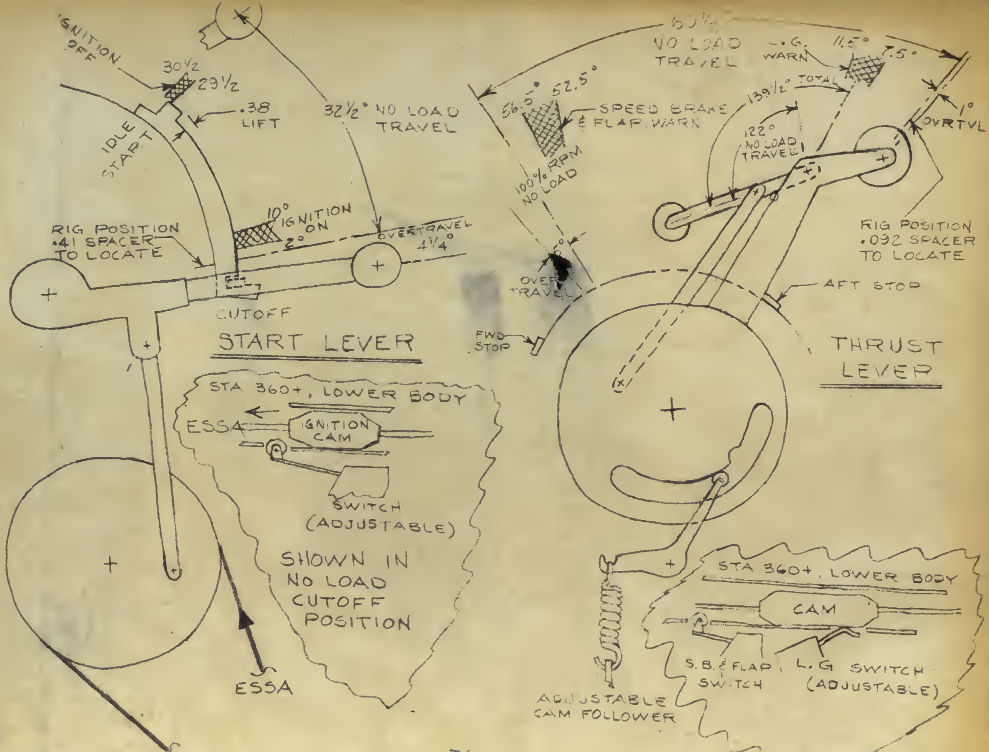
Typical Terminal Service Arrangement
Figure 203

☒ ART ORDER WRITTEN

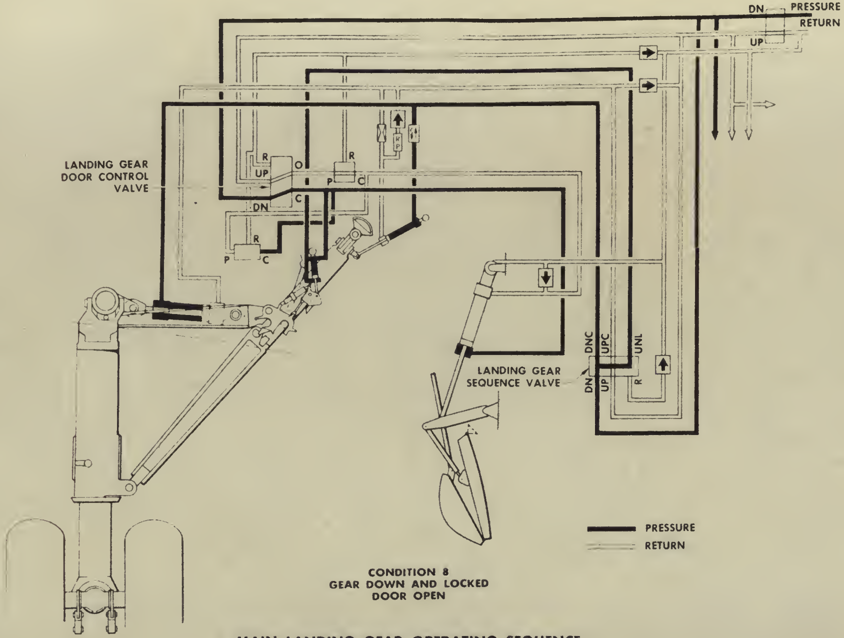
ART ORDER NUMBER	SECTION 82 WATER INJECTION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
82-1	JT3C-6 Engine Water Injection System	P				X									
82-2	Water Injection Control System	C													
82-3	Water Pump and Drain Valves	X													
82-4	JT3C-6 Water Injection Engine Pump	X				X									
82-5	Water Injection Wiring Diagram	X													
82-	Water Injection Pressure Regulator Schematic	X													
82-7	Engine Water Injection Flow Distribution	X													

☒ ART OTHER WRITTEN

A/C ORDER NUMBER	SECTION 79 ENGINE OIL	PAA-121 D6-1548	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	WEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
79-1	Engine Oil System Schematic	E													
79-2	Engine Oil Cooler and Bypass Valve Assembly	A A	A												
79-3	Oil Pressure Indicating System Schematic	A													
79-4	Engine Oil Ground Cooling Control	☒													
79-5	Engine Oil Tank	☒													
79-6	Oil Cooler Ejector Valve Override	A													
79-7	ENGINE OIL DISTRIBUTION	☒													

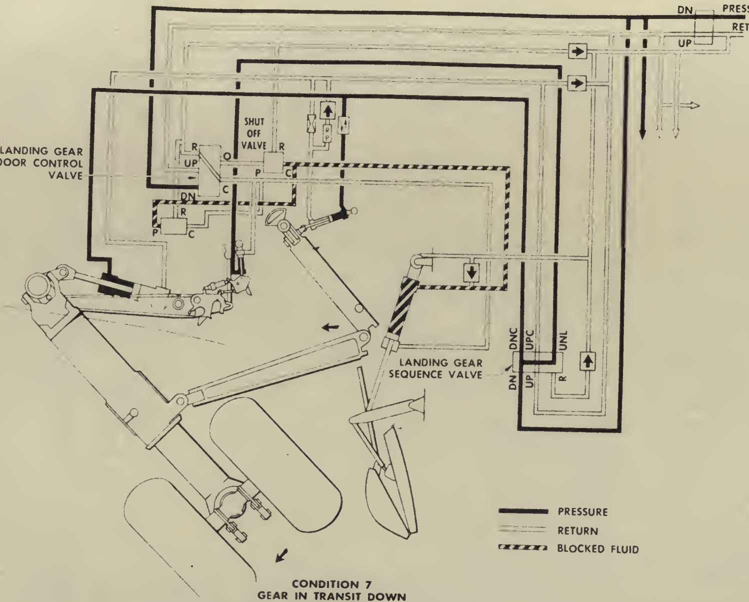

IGNITION OFF
30 1/2
29 1/2
.38 LIFT
32 1/2° NO LOAD TRAVEL
IDLE
START
RIG POSITION .41 SPACER TO LOCATE
10° IGNITION ON
2°
OVERTRAVEL 4 1/4°
CUTOFF
START LEVER
STA 360+, LOWER BODY
ESSA
IGNITION CAM
SWITCH (ADJUSTABLE)
SHOWN IN NO LOAD CUTOFF POSITION
ESSA
60 1/2 NO LOAD TRAVEL
L.G. WARN
11.5°
7.5°
56.5°
52.5°
SPEED BRAKE & FLAP WARN
139 1/2° TOTAL
1° OVRTVL
122° NO LOAD TRAVEL
100% RPM NO LOAD
5°
OVER TRAVEL
RIG POSITION .092 SPACER TO LOCATE
AFT STOP
FWD STOP
THRUST LEVER
STA 360+, LOWER BODY
CAM
S.B. & FLAP SWITCH
L.G SWITCH (ADJUSTABLE)
ADJUSTABLE CAM FOLLOWER

76-1-0



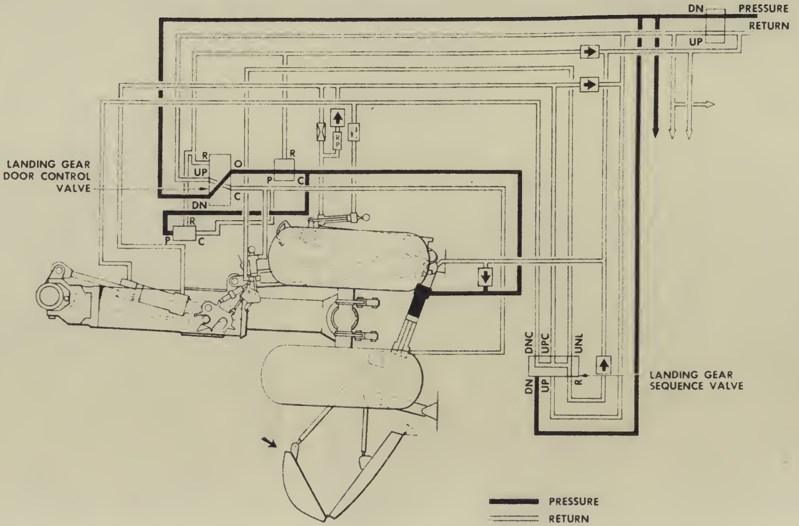
CONDITION 8
GEAR DOWN AND LOCKED
DOOR OPEN

MAIN LANDING GEAR OPERATING SEQUENCE



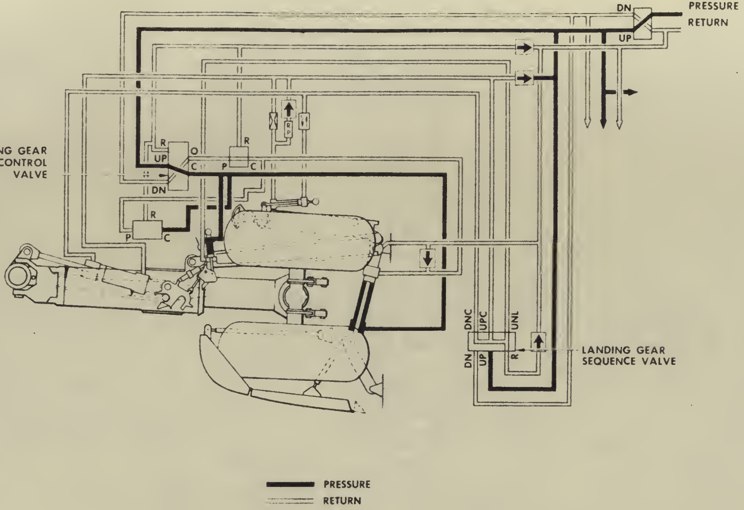
CONDITION 7
GEAR IN TRANSIT DOWN
DOOR OPEN

MAIN LANDING GEAR OPERATING SEQUENCE



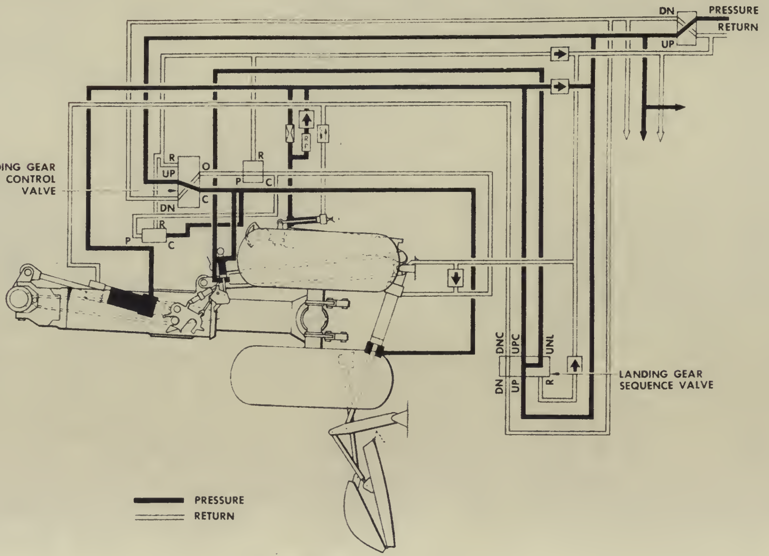
CONDITION 6
GEAR UP AND LOCKED
DOOR OPENING

MAIN LANDING GEAR OPERATING SEQUENCE



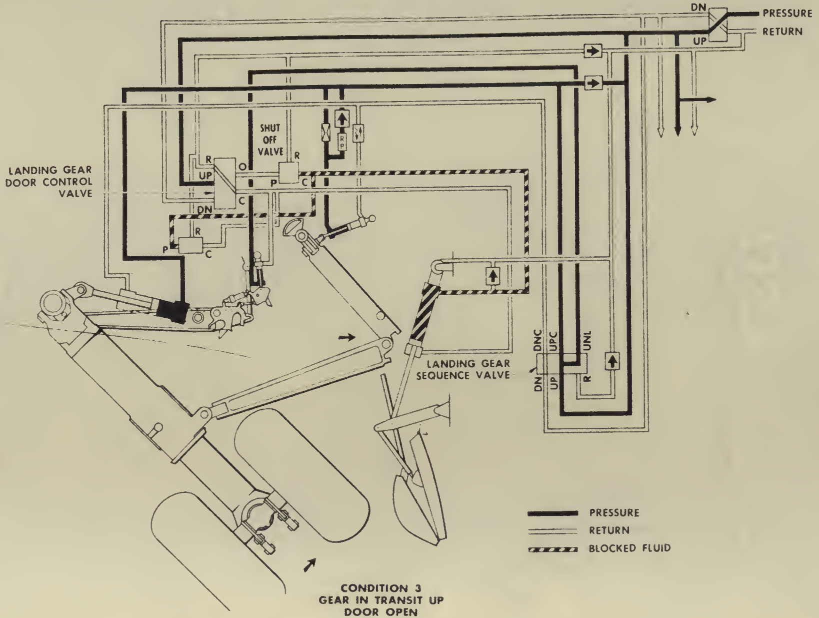
CONDITION 5
GEAR UP AND LOCKED
DOOR CLOSED

MAIN LANDING GEAR OPERATING SEQUENCE



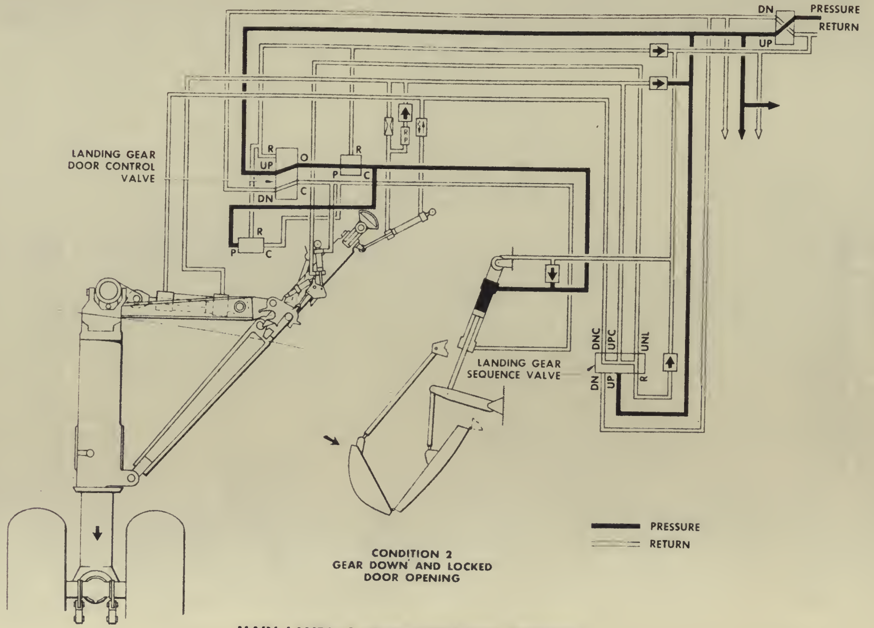
CONDITION 4
GEAR UP AND LOCKED
DOOR OPEN

MAIN LANDING GEAR OPERATING SEQUENCE



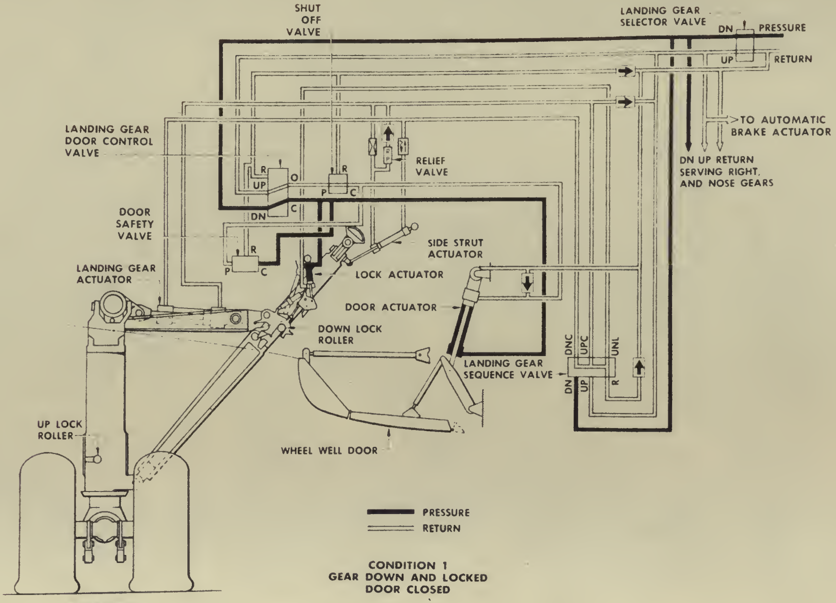
CONDITION 3
GEAR IN TRANSIT UP
DOOR OPEN

MAIN LANDING GEAR OPERATING SEQUENCE



CONDITION 2
GEAR DOWN AND LOCKED
DOOR OPENING

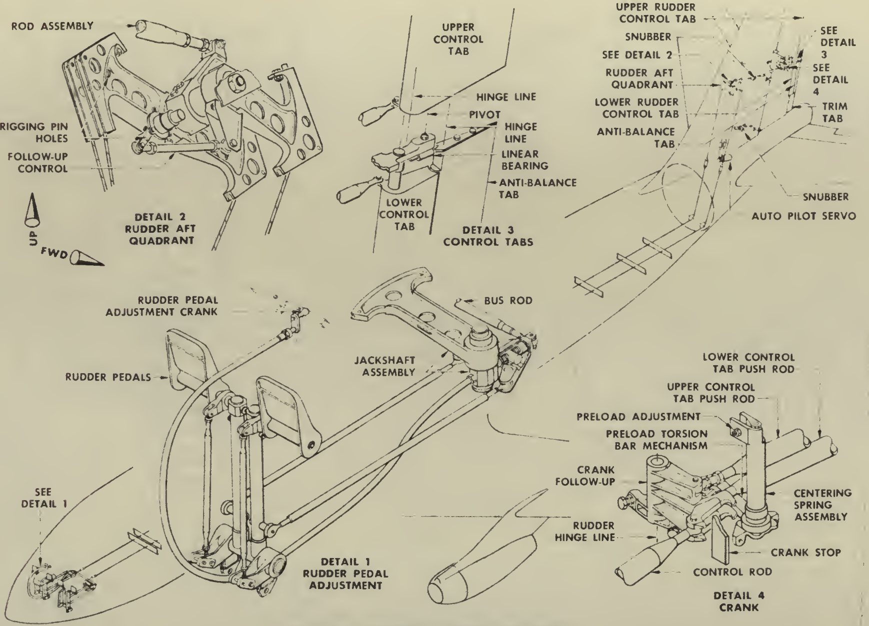
MAIN LANDING GEAR OPERATING SEQUENCE



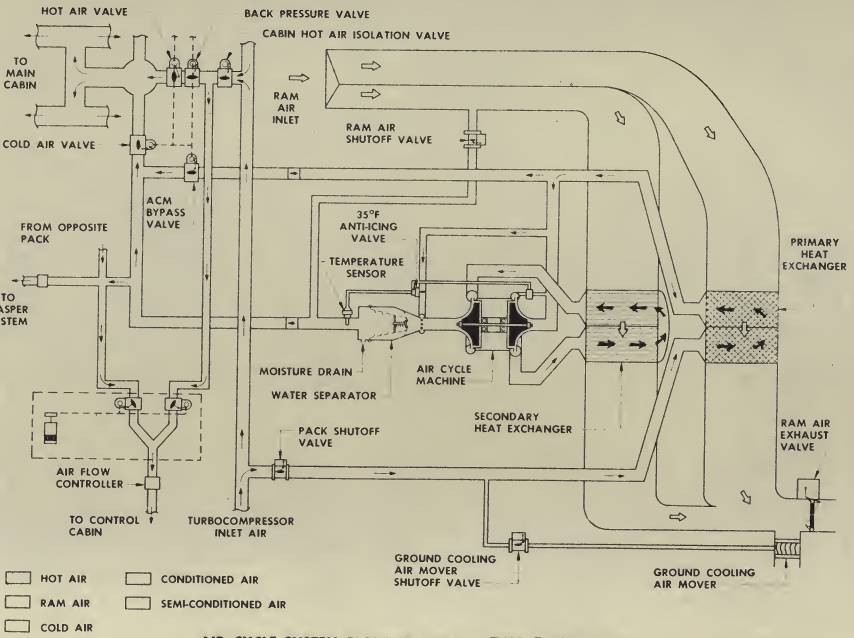
CONDITION 1
GEAR DOWN AND LOCKED
DOOR CLOSED

REAR VIEW
(LEFT GEAR)

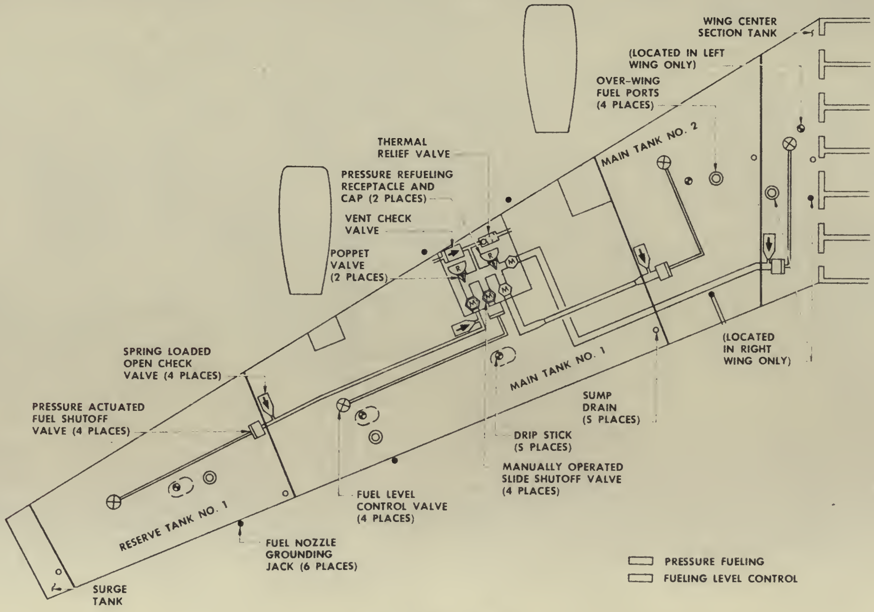
MAIN LANDING GEAR OPERATING SEQUENCE



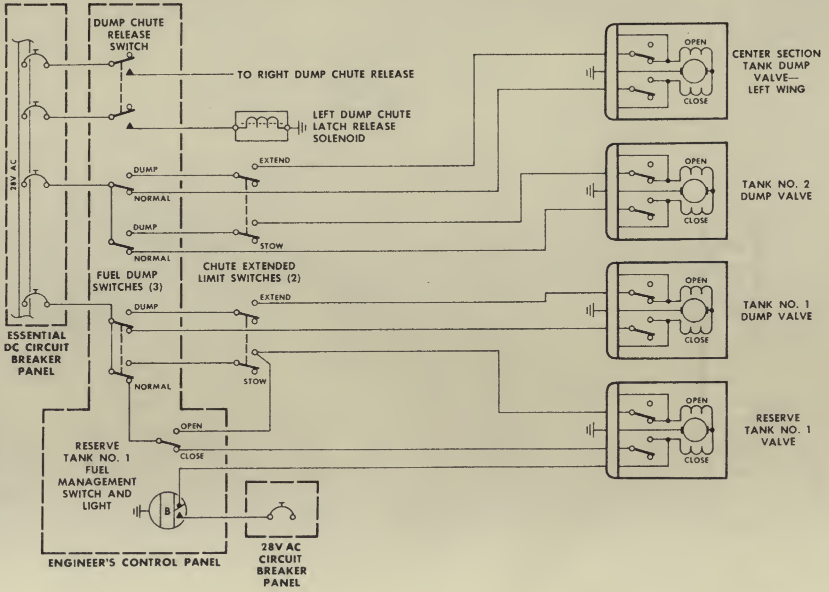
RUDDER CONTROL SYSTEM DETAILS



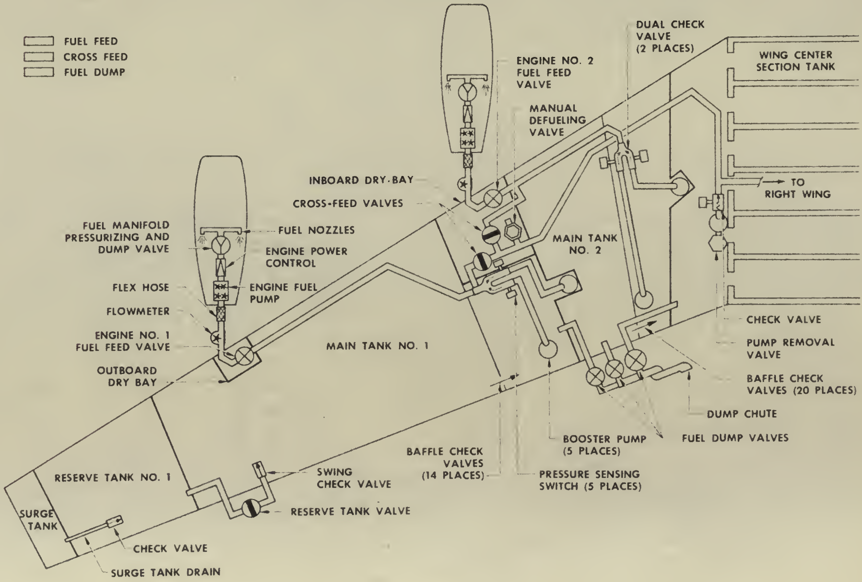
AIR CYCLE SYSTEM FLOW DIAGRAM—TWO THIRDS COOL



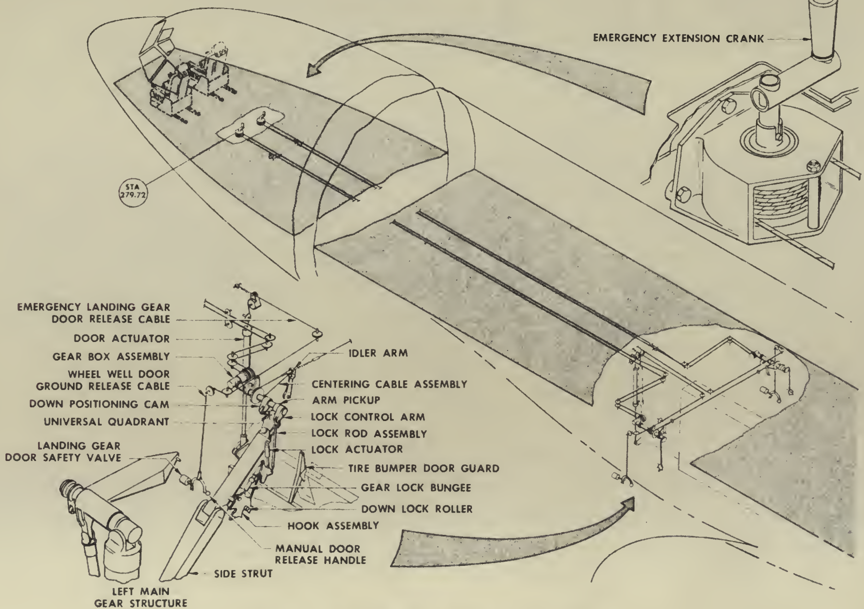
FUELING SYSTEM



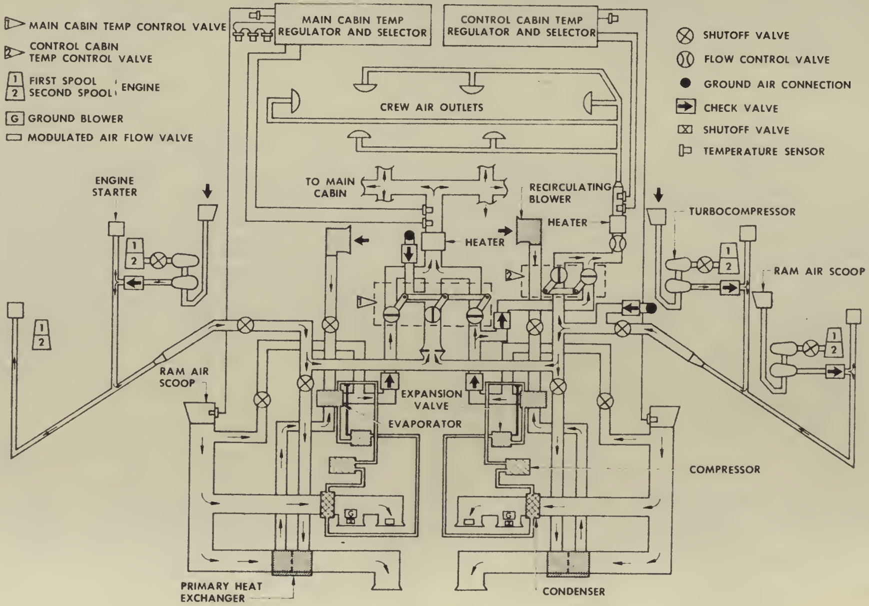
FUEL DUMP CONTROL CIRCUIT—LEFT WING



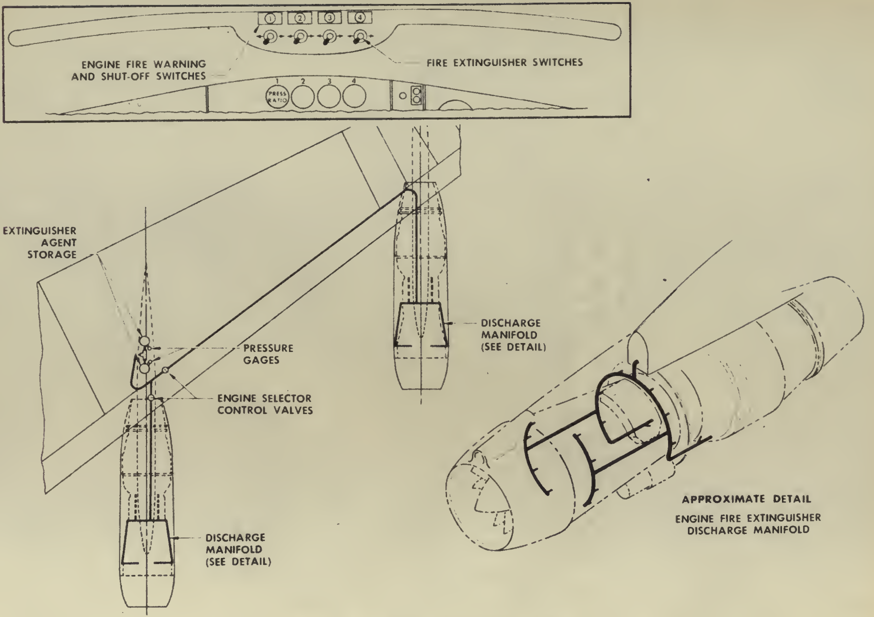
FUEL FEED AND FUEL DUMP SYSTEMS



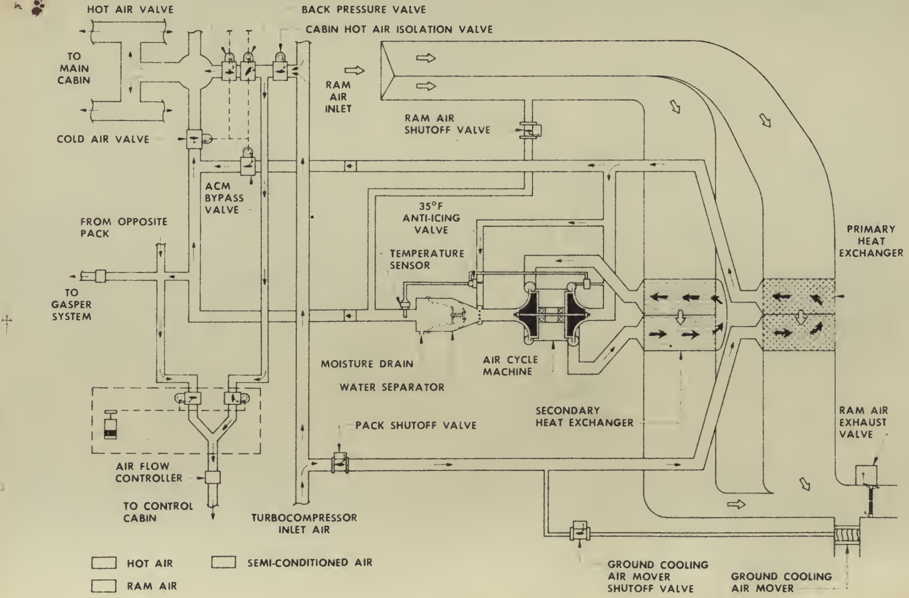
MAIN GEAR EMERGENCY EXTENSION SYSTEM



VAPOR CYCLE AIR CONDITIONING SYSTEM SCHEMATIC



ENGINE FIRE EXTINGUISHING SYSTEM



AIR CYCLE SYSTEM FLOW DIAGRAM—FULL HEAT CONDITION

707

Main Gear

OPERATING SEQUENCE

9 FRAMES

ELECTRONIC KEYER TOUCH

INSTRUCTION BOOK

CRS CO.

KENT, WASH.

Technical Specifications
of the
ELECTRONIC TOUCH KEYER
Model Mark V

1.	Code Speed	7 to 55 words per minute
2.	Dot-Dash Ratio	1:3
3.	Automatic Space Ratio	1 (element) : 3 (letter) : 7 (word)
4.	Aural Output	Speaker with level control
5.	Output Method	Dry Reed Relay contacts
6.	Mode Control	'AUTO' for automatic spacing of character elements, characters, and words. 'SPACING OFF' for manual control of spacing of elements of each character. 'TUNE' for adjusting associated RF Transmitter. Warning light when in manual spacing mode.
7.	Integrated Circuits	17
8.	Light Emitting Diodes	2 ea. LED's 1 ea. BiLED
9.	Internal Operating Power	5 Vdc, Regulated
10.	Power Requirements	120 V, 60 Hz, 7 W
11.	Net Weight	4.5 pounds

February, 1976

OPERATING YOUR NEW ELECTRONIC TOUCH KEYER
Model Mark V

INITIAL TEST:

1. On-Off Volume control fully counterclockwise.
2. Mode control switch to 'AUTO'.
3. 'SPEED' control fully counterclockwise.
4. External paddle type key in key jack.
5. Plug line cord into 120 volt AC outlet.
6. Turn 'On-Off' control half turn clockwise.
   a. Green 'SPACE' BiLED will light.
   b. If either 'DOT' or 'DASH' light is on, touch key paddle to either 'DOT' or 'DASH' position and the light will turn off.
7. Close Dot contact on paddle key.
   a. Keyer will make continuous dots which can be heard in the speaker. Adjust volume for comfortable level.
   b. 'DOT' LED will light with each dot.
   c. 'SPACE' BiLED will turn red during the space between the dots.
   d. Release key. 'SPACE' BiLED will turn red following last dot, for lengthy period indicating word space, then return to green.
8. Close dash contact on the paddle key and check action of 'DASH' LED and 'SPACE' BiLED.
9. Turn mode switch to 'SPACING OFF'.
   a. 'SPACE' BiLED will turn red.
   b. Apply Dot and Dash inputs, check operation of LEDs.
   c. Note that 'SPACE' BiLED stays red continuously to warn that automatic spacing is not functioning.
10. Turn mode switch to 'TUNE'.
    a. Continuous tone will be heard in the speaker.
    b. 'DASH' LED will be on.
    c. 'SPACE' BiLED will be green.
    d. Using an ohmmeter, check for 220 ohms resistance between the relay output terminals on the terminal board on the rear of the keyer.
11. Turn mode switch to 'AUTO'.
    a. No tone can be heard from the speaker.
    b. 'DASH' and 'DOT' LED's will be off.
    c. 'SPACE' BiLED will be green.
    d. The ohmmeter should show infinity between the relay output terminals.
12. End of initial tests.

LEARNING TO USE YOUR ELECTRONIC TOUCH KEYER
Model Mark V

Using your Electronic Touch Keyer (ETK) is very different from sending code with a 'Bug' or most other keyers. The ETK performs all the functions necessary to send perfect code with just a few directions from the user. Just a touch of the dot or dash key is all that is required for the ETK to transmit a perfect dot or dash and block the output for the duration of the word space.

Just touch the dot key and then the dash key as rapidly as possible and the ETK output will be a perfect dot, a space equal to the dot length, a perfect dash three times as long as the dot and a word space seven times the dot length.

Practice this simple operation, watching the LED indicators, particularly the space BiLED until you are familiar with this operation.

Next, rapidly touch the dot key, the dash key and the dot key again. Complete this sequence before the dash starts. The ETK will send a perfect 'R', most of it while your hand is off the key. Then instruct the ETK to send a 'K' by rapidly touching the dash key, the dot key, and then the dash key again.

Repeat these steps until you have assured yourself that just a touch of the dot or dash key is all the instruction your ETK requires to send a perfect code element. You do not need to hold either key closed to insure that your instruction to the ETK will be followed.

Next, you should learn to use the letter space. The ETK is programmed to block the output from sending a dot or dash for a period equal to seven dots following the completion of the last dot or dash entered by the key. However, it is also programmed to change this instruction and modify the word space to a period equal to three dots (a letter space) if the next dot or dash beginning the succeeding letter is entered at a certain time with respect to the previous element. This time is not critical. Just touch the dot or dash key at a time at least a dot period after the last element of a letter is completed but before a period equal to a dash has elapsed. The ETK will then transmit the dot or dash after a letter space period has elapsed. This instruction just has to be given to the ETK (by touching a key) during the last 66% of the letter space time. If the key is touched too early (within one dot period) the ETK will send the element after a one dot space (normal separation between elements). If the key is touched too late (after a three dot period) the ETK will send the element after a word space. Practice instructing the ETK to provide letter spacing between dots or dashes.

Using the automatic word spacing properly requires that the first dot or dash of the next word be entered before the word space period has expired. The ETK is programmed to accept a dot or dash instruction after a letter space period has passed, between the 4th and 7th dot period of the word space, complete the word

spacing and then send the stored dot or dash. You may even enter one dot and one dash instruction during this time and the ETK will send them in the same order they were entered following the word space.

A certain amount of practice at low keying speeds is necessary so the operation of the ETK is understood thoroughly before sending at normal keying speeds. Habits developed using a 'Bug' or other code mechanisms may have to be modified to take advantage of the capabilities of the ETK. Once the user is familiar with the ETK, he will be delighted with the machinelike code from his ETK.

THEORY OF OPERATION

CLOCK CIRCUITS

The clock circuit in this keyer is very different from the usual clock or oscillator found in other keyers. It is designed to avoid several faults common to other keyers which derogate their performance. This circuit forces the keyer output to start instantly upon application of an input signal. It has a wide frequency range, allowing a keying rate of 5 to 60 wpm without switching ranges. The clock circuits are designed to minimize the long first cycle oscillation period characteristic of RC oscillators which cause the first dot or dash in other keyers to be nearly 50% longer than succeeding elements. The first dot from this keyer is within 5% of the correct length, a slight amount which cannot be detected by ear.

The clock circuit begins with a pulse generator operating at 10 times the keying speed, or generates 10 pulses in order to form a dot or a space between elements and 30 pulses to form a dash. The output of the pulse generator is counted down by a divide by 10 counter to obtain the correct time period for these elements.

The pulse generator, counter, inverter, gate, and flip-flop act to begin the output signal instantly when an input signal is applied, and reduce the effect of the long first cycle of the clock. When the keyer is not operated, the flip-flop resets the counter to a nine count. The pulse generator is stopped by a signal on its reset input, which holds the output in a low condition. The inverter transforms this to a high at the input to the counter. When a dot or dash input signal is applied, the reset signal is removed, the pulse generator output goes high, the counter input goes low, causing the counter to advance to zero and the output of the counter sets the dot flip-flop, forcing the keyer output to transmit the start of the output signal. At the 10th pulse from the pulse generator, the counter output resets the dot flip-flop, ending a dot period. The effect of any long first cycle period in the pulse counter is reduced by a factor of 10 by the counter, thereby insuring that the first dot or dash are nearly of the correct length.

The gate in the clock circuit removes the reset 9 signal as soon as the counter is set at nine. If this were not done until the pulse generator reset signal was removed, the counter would not respond to the first high output from the pulse generator as transmit time in the internal reset circuits of the counter is longer than the transit time in the pulse generator and inverter. This would cause a 1/10 dot period delay in the output of the keyer for all signals.

SPACING CIRCUITS

There are four flip-flops and a space decoder in the spacing circuits. One FF acts as a gate to turn on and off the pulse generator or clock. The other three FF's provide the letter and word spacing and control the main enabling signal to allow dots and dashes at the correct times. The enabling signal forces the keyer to send as though it were driven by a synchronous clock.

The space gate is reset when a dot or dash input signal is entered and turns on the clock circuits. The space gate FF can only be set by a signal from the 7 space FF when there are no dot or dash signals stored in the memory circuits. The space gate forces the clock to run until all the memories are cleared and 70 additional pulses are generated.

The 1, 3, and 7 space FF's and the space decoder control the main enabling signal so dots and dashes are sent at the correct times. If the memories do not contain signals to be sent, the spacing system blocks the keyer output for a time period equal to a letter space (3 dots). If a dot or dash is entered during the last 66% of the letter space, it will be sent after the letter space is completed. If an input signal is entered after the letter space is completed, the spacing system will block the keyer output until a total time period equal to a word space (7 dots) has elapsed since the previous dot or dash was completed. The keyer is then allowed to send the signal contained in the memory. If no signal is contained in the memory, the 7 space FF will set the space gate, shutting off the pulse generator. Once the first dot or dash is entered the spacing circuit controls the timing of the keyer so all subsequent elements of a message are referenced to the start time of the first signal and occur synchronized to this time. In effect, the asynchronous clock is made to operate in a synchronous mode until the message is completed if the user enters the information at a slightly faster rate than the keyer speed.

The automatic letter and word spacing function may be switched off, and the spacing controlled by the operator. However, the spacing system will continue to control the clock circuits and force the pulse generator to furnish 70 pulses after any element. If the operator does not exceed the normal word space time between elements all dots and dashes will be synchronized with the first element sent although the letter and word spacing may not be correct if the operator's sending is inaccurate.

DOT-DASH MEMORY AND PROCESSING CIRCUITS

The dot-dash memory and processing circuits perform many functions. They accept the input signals from the external key mechanism and eliminate the contact bounce associated with mechanical switches. It resets the space gate, turning the pulse generator on. It generates the main (dot) and secondary (dash) enabling signals. It remembers which of the two input signals were entered first and forces the keyer to transmit the corresponding dot or dash first. While directing the keyer to transmit one signal, it will accept and hold the other input signal until it can be sent in the correct time frame. It removes the input signal from the memory after the corresponding element has been sent. It will allow multiple dots or dashes to

be transmitted by holding the external key closed while accepting and holding an input signal of the opposite element for transmission after the sequence is completed.

These functions are accomplished by six FF's and 8 gates arranged in two interconnected channels. The dot-dash gate detects an input signal, generates the main enabling signal and resets the space gate. A memory FF accepts the input signal, eliminating the contact bounce, and sends it to the acceptance FF when the lockout gate is not disabled by the other channel. The acceptance FF seeks to set the reset FF through the response gate and disables the lockout gate in the other channel. This gate will allow the passage of the trigger to the reset FF when the dot or dash FF associated with it is set. The reset FF arms the reset gate. The reset gate sends a reset pulse to the memory FF and resets it at the end of the transmitted dot or dash. The memory FF resets the acceptance FF which in turn arms the lockout gate in the other channel.

DOT-DASH GENERATOR

The dot-dash generator forms the dot and dash signals sent to the indicator and output circuits of the keyer. It also provides the correct spacing between elements. The generator consists of two FF's. The first FF forms the dot signal. A dash is formed by causing the first FF to set the second FF when the dot signal is completed. Then the dot FF is set again and both FF's are reset to end the dash. Operation of these FF's is triggered by the clock.

The main enabling signal controlled by the spacing circuits is applied to the dot FF so it can respond to the clock signal from the counter. A secondary enabling signal, controlled by the dash acceptance FF in the dash memory and processing circuits is sent to the dash FF when a dash signal is to be formed.

The outputs of the dot and dash FF's are combined in a gate. The output of this gate controls the keyer output relay.

INDICATOR CIRCUITS

The keyer has a sidetone oscillator and speaker to monitor the dot-dash output. There are three LED indicators which indicate the processes occurring in the internal circuits. These LED's are labeled 'SPACE', 'DOT', and 'DASH'.

The 'DOT' LED is red and lights during the time a dot is being transmitted by the keyer.

The 'DASH' LED is red and lights during the time a dash is being transmitted by the keyer. It also lights when the mode switch is in the 'TUNE' position, indicating that the output relay contacts are closed and the keyer is transmitting a long dash.

The 'SPACE' BiLED is a dual color LED, green and red. One of the two colors is always lighted when the keyer is on. When the color is green, it indicates that

an input signal will be accepted and sent instantly or that a dot or dash is being transmitted. When the BiLED changes from green to red, it indicates a space between elements, a letter space or a word space is occurring and any input signal entered will be accepted but held until the space period is completed.

While the 'DOT' and 'DASH' LED's continue to indicate when these elements are being transmitted with the mode switch in the 'SPACING OFF' position, the 'SPACE' BiLED will be red as a reminder that the user is responsible for the proper letter and word spacing.

YOUR ELECTRONIC TOUCH KEYER WARRANTY
Model Mark V

The Electronic Touch Keyer is a state of the art device and is the product of the latest and most up-to-date engineering and production experience. It will give you years of satisfactory service if operated in accordance with the simple instructions furnished.

During the first six months of ownership by original purchaser, if any repairs should be necessary through no fault of yours, the factory will repair free of charge and will also pay return shipping charges.

CUSTOMER SERVICE

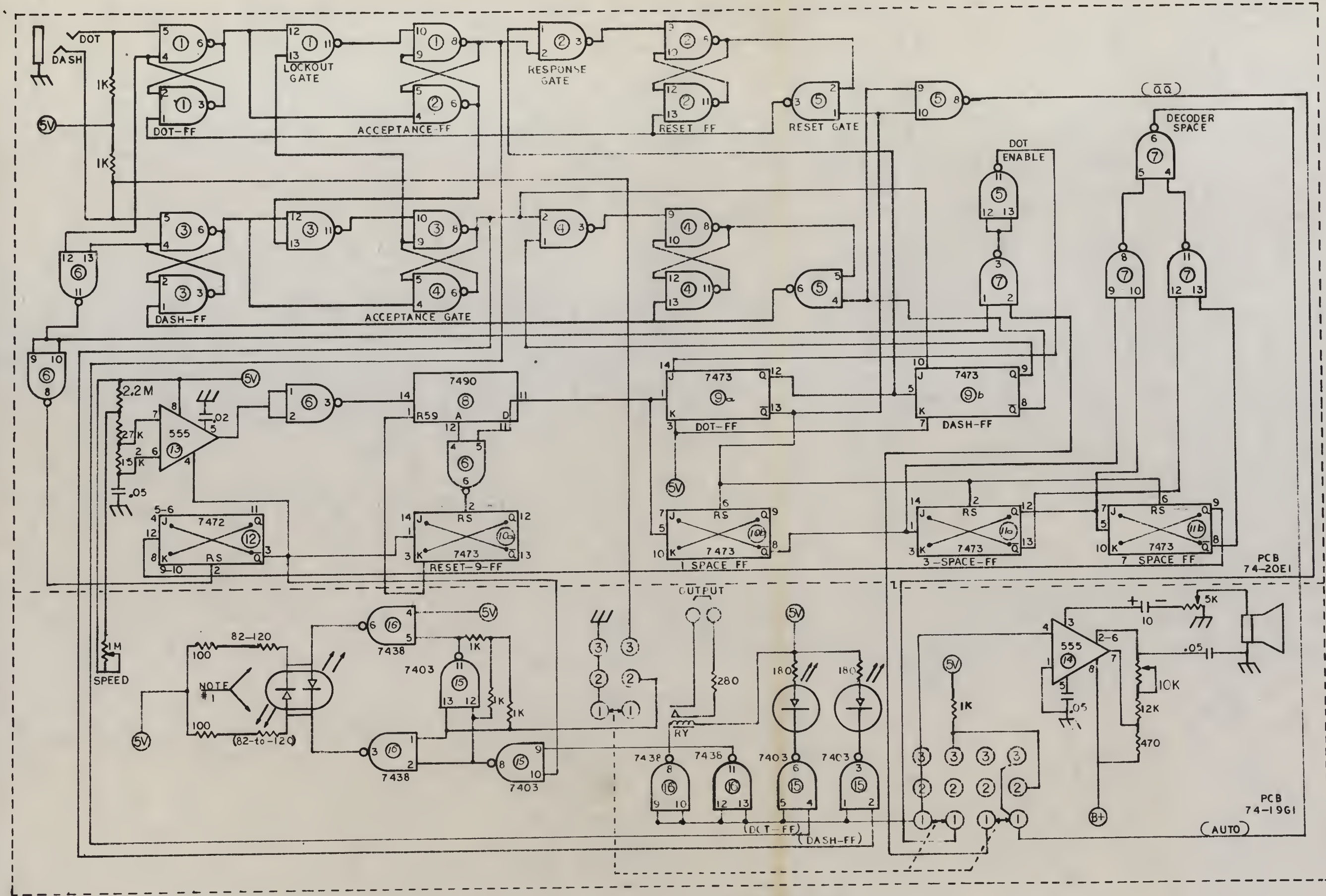
If during your first six months of ownership you require service, write to the factory and include:

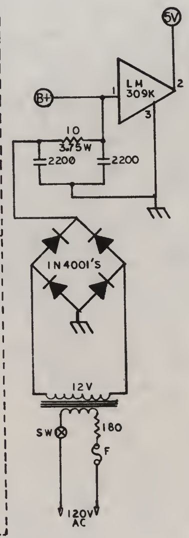
Your name and address
The serial number of your Electronic Touch Keyer
A description of the problem or difficulty

After receipt of your letter, the factory will ship the necessary part or authorize shipping the keyer back to the factory for repair.

After six months, if factory repairs are necessary, our service department will repair the keyer for a $10.00 service charge plus parts and return shipping costs.

CRS Company
P.O. Box 1125
Kent, Washington 98031





NOTES

1. RESISTORS SELECTED FOR DESIRED BiLED BRIGHTNESS
2. ALL CAPACITORS IN UFD.
3. ALL NAND GATES NOT IDENTIFIED ARE PART OF 7400 IC
4. SWITCH POSITIONS
   1 AUTO
   2 SPACING OFF
   3 TUNE

MARK V ELECTRONIC KEYER